AUSTRALIAN
ADVENTURE
MAGAZINE BIKE

BIG RED TO THE BUSH

2025 BMW SAFARI GS ENDURO

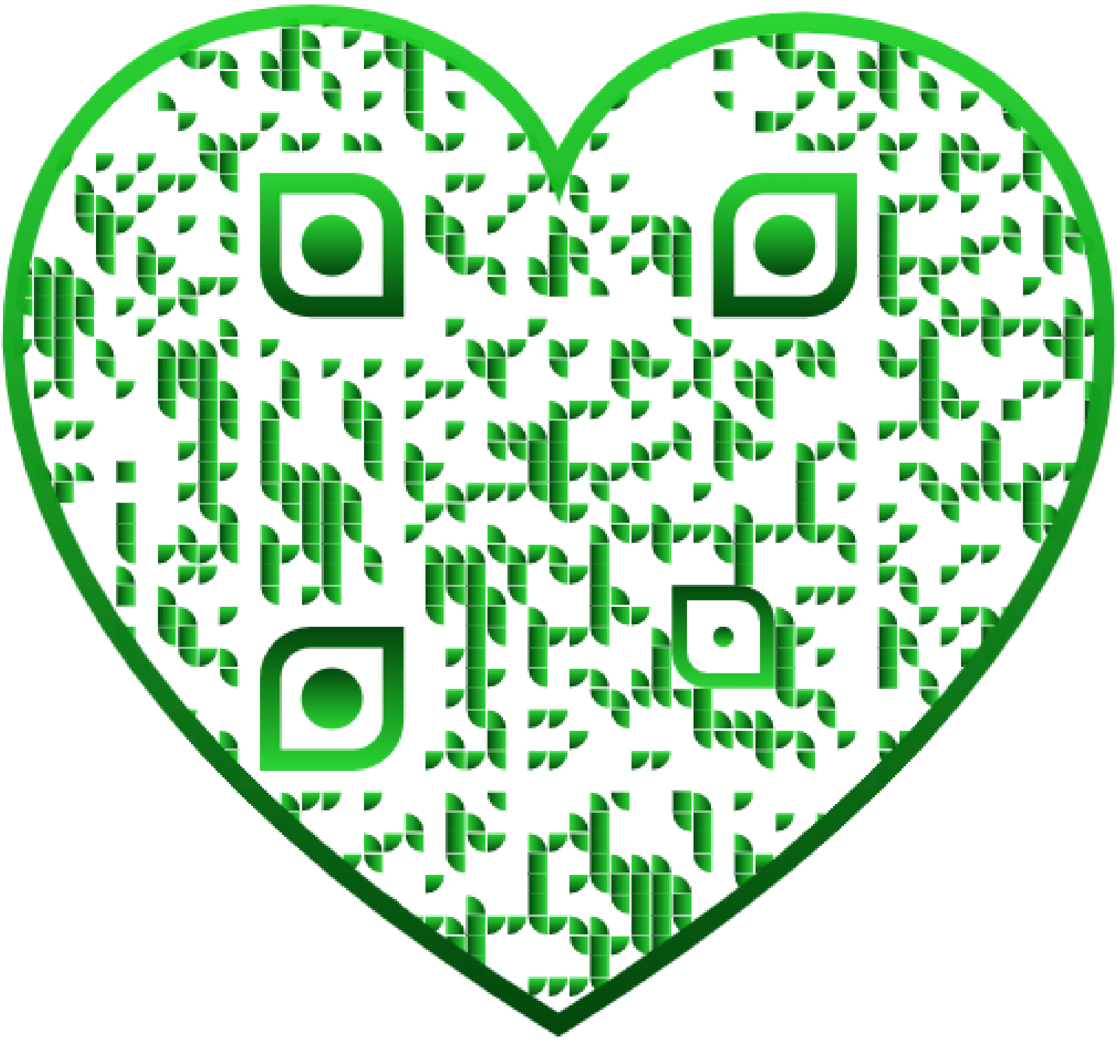
ISSUE 36

UNIVERSAL MEDIACO

AUS $14.95*
NZ $14.95 (Both incl. GST)

ISSN: 2209 - 2374
36
9 772209 237006

KAWASAKI KLE500: TEAM GREEN TAKES AIM ON THE SMALL-BORE ADV WARS
BACK TO THE FUTURE: BMW REWRITES THE RETRO RULEBOOK WITH THE R 12 G/S
TEAM SPIRIT: FUN & GAMES AT THE CFMOTO MT CHALLENGE GLOBAL FINAL
THE DEVIL'S WORK: A RIDE TO REMEMBER WITH TASSIE DEVIL ADVENTURE BIKES
GETTING DIRTY: HIGH TIMES & HI-JINX AT THE ADVENTURE MOTO DIRTY WEEKEND
THE DUSTY LIZARD: MOSKO MOTO'S RECIPE FOR A GOOD TIME ON TWO WHEELS



alpinestars
Husqvarna

MONZA
MOTOSALES@MONZAIMPORTS.COM.AU
03 8327 8899

TECH-AIR® 5 PLASMA

TECH-AIR 5
TECH-AIR
PLASMA
alpinestars

Autonomous Airbag System.
Designed to meet the evolving demands
of modern motorcycling safety.

SO
GOOD
YOU'LL DO A
doubletake

Photo: Doubletake Mirror's Dual Sport mirror setup on a Yamaha Teere 700 World Raid. Taken in NSW by Alex Gotthardt-Marshall

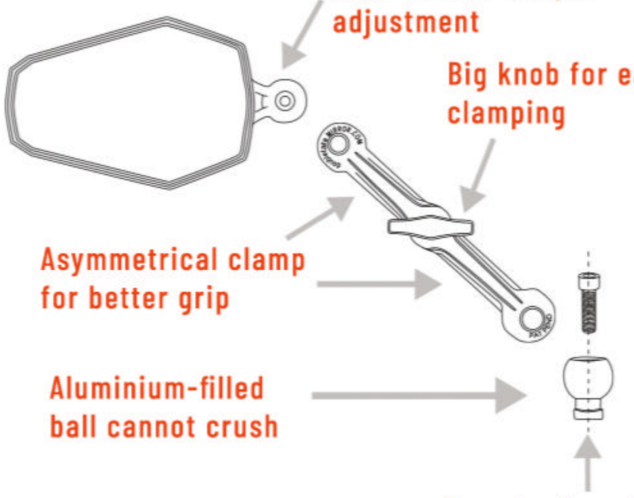
ADVENTUREMoto
RIDE EXPLORE DISCOVER

doubletake
MIRROR.COM

Doubletake Mirrors were born out of a necessity for a mirror that had great field of vision when needed but could also safely fold away while off-road. Designed to move if hit, Doubletake mirrors are the perfect solution for those that need the rear view but also like to explore the trails.

Doubletake Mirrors come in many different shapes for every type of rider. They also have different arm lengths so you can build the perfect kit for your bike. If you break the reflector taking a turn too fast or kicking up a rock, they can easily be replaced without breaking the bank.

Don’t know which mirror setup suits you best? Give us a call or drop in and have a chat with one of our friendly staff members!



Hard ball for simple adjustment

Big knob for easy clamping

Asymmetrical clamp for better grip

Aluminium-filled ball cannot crush

Oversize base ball for stiffness

ADVENTURE

Perfect for adventure and touring bikes where the mirrors are kept up most of the time. This mirror offers the widest field of view and is ideal for riding paved and dirt roads.

DUAL SPORT

The most versitile of Doubletake’s mirrors, the Dual-Sport works well on and off the road. Ideal for Dualsport and dirtbikes, offering great visibility with a low profile.

ENDURO

The Enduro mirror is a great option for your street legal dirtbike if you fold your mirrors often. The longer stem helps the reflector fold behind the headlight and gives good visibility when extended.

TRAIL

The Trail mirror is a simple solution for any dirtbike or mountain bike. It gives you hindsight when you need it, but you forget it’s there otherwise.

AUSTRALIAN ADVENTURE BIKE MAGAZINE

EDITOR Andrew Clubb
EDITOR-AT-LARGE Dave Darcy
TECHNICAL EDITOR Clive Ward
DESIGNER Malinda Hadiwidjojo
ADVERTISING ENQUIRIES
Mitch Newell 0402 202 870
mnewell@umco.com.au
David Strong 0411 424 072
dstrong@umco.com.au
ADVERTISING PRODUCTION
Mila Rojano
ASSOCIATE PUBLISHER
Martin White
mwhite@umco.com.au

UNIVERSAL MEDIACO

CHAIRMAN/CEO Prema Perera
PUBLISHER Janice Williams
CHIEF FINANCIAL OFFICER
Vicky Mahadeva
ASSOCIATE PUBLISHER
Emma Perera
CIRCULATION BUSINESS DEVELOPMENT MANAGER
Mark McTaggart

Circulation enquiries to our Sydney head office (02) 9805 0399. *Australian Adventure Bike* #36 is published by Australian Publishing Pty Ltd, Unit 5, 6–8 Byfield Street, North Ryde NSW 2113. Phone: (02) 9805 0399, Fax: (02) 9805 0714. Melbourne office, Level 1, 150 Albert Road, South Melbourne Vic 3205. Phone: (03) 9694 6444. Printed by Times Printers Pte Ltd, Singapore, and distributed by Gordon and Gotch, Australia.
This book is copyright. Apart from any fair dealing for the purpose of private study, research, criticism or review as permitted under the Copyright Act, no part may be reproduced by any process without written permission. Enquiries should be addressed to the publishers. The publishers believe all the information supplied in this book to be correct at the time of printing. They are not, however, in a position to make a guarantee to this effect and accept no liability in the event of any information proving inaccurate. Prices, addresses and phone numbers were, after investigation and to the best of our knowledge and belief, up to date at the time of printing, but the shifting sands of time may change them in some cases. It is not possible for the publishers to ensure that advertisements which appear in this publication comply with the Competition and Consumer Act 2010 (Cth) and the Australian Consumer Law. The responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication. While every endeavour has been made to ensure complete accuracy, the publishers cannot be held responsible for any errors or omissions.
*Recommended retail price ISSN 2209-2374
Copyright © Australian Publishing Pty Ltd
MMXXVI ACN 003 609 103
umco.com.au
We are a member of:

PublishersAustralia
media that engages

CONTENTS

ISSUE 36, 2026

FEATURES

34 BACK TO THE FUTURE
BMW's retro-flavoured R 12 G/S is here and everything old is new again.

44 THE DEVIL'S WORK
Touring the ADV paradise of north-east Tasmania with Tassie Devil Adventure Bikes.

54 BIG RED TO THE BEACH
The 2025 BMW Safari GS Enduro went big, real big: from Emerald to Airlie Beach via Big Red.

66 GETTING DIRTY
The annual Dirty Weekend at Green Valley Farm is all about two-wheeled good times with your mates.

76 THE TEAM SPIRIT
The Darcinator gets the call-up to join Team Australia in the CFMOTO MT Challenge Global final.

88 THE DUSTY LIZARD
The crew from Mosko Moto sure know how to have a good time and a good ride with the Dusty Lizard!

98 GLOBAL ROAMER
Reckon you've done big kilometres? Think again. Turkish solo female rider Gulsah Merve Yuksel has you covered.

106 BEAR TRAPPED
Getting a taste of the scrambler lifestyle aboard Royal Enfield's latest Bear 650.

AUSTRALIAN
ADVENTURE
MAGAZINE
BIKE
BIG RED
TO THE
BUSH
2025 BMW
SAFARI GS
ENDURO

ISSUE 36

AUS $14.95*
NZ $14.95 (Both incl. GST)

KAWASAKI KLE500: TEAM GREEN TAKES AIM ON THE SMALL-BORE ADV WARS
BACK TO THE FUTURE: BMW REWRITES THE RETRO RULEBOOK WITH THE R 12 G/S
TEAM SPIRIT: FUN & GAMES AT THE CFMOTO MT CHALLENGE GLOBAL FINAL
THE DEVIL'S WORK: A RIDE TO REMEMBER WITH TASSIE DEVIL ADVENTURE BIKES
GETTING DIRTY: HIGH TIMES & HI-JINX AT THE ADVENTURE MOTO DIRTY WEEKEND
THE DUSTY LIZARD: MOSKO MOTO'S RECIPE FOR A GOOD TIME ON TWO WHEELS

ON THE COVER

Miles Davis takes the express elevator to the top of Big Red. Photo Matt Hayman/BMW.

REGULARS

14 ZERO OUT NOW
Clubby discovers mates' rates in Tasmania with TDAB.

16 IT'S A MAD WORLD
Sounds like Dave had a great time riding in the green and gold!

18 NEWS ROOM
The latest bikes, newest rides and greatest people.

110 PROJECT BIKE
Enjoying a Dirty Weekend with the 2025 Ténéré 700.

114 ENDLESS MILES
More tips from Miles on how to survive in the outback.

116 THE PROFESSOR'S WORKSHOP
Diving deep inside the all-new 2025 Ténéré 700.

120 INSTA ADV
Digging up some digital gems from the world of Instagram.

124 MEMORY CARD
Take a look at what goes on behind the scenes at AAB.

128 GEAR & GADGETS
More new products than you can shake a stick at.

138 SHOWROOM
What's new from the world of Touratech?

SUBSCRIPTIONS AND MAIL ORDERS:
1300 303 414

FORMATION FLYING

The RAAF Roulettes have got nothing on the lads from the MotoDevelopment team when the BMW Safari GS Enduro sets them up for a little low flying through the Aussie outback. Case in point: Chris Urquhart and Lach Haskins stretch their wings on the way to Birdsville on this year's Emerald to Airlie Beach epic.

PHOTO: BMW MOTORRAD AUSTRALIA/ MOTODEVELOPMENT

THREAD THE NEEDLE

Some tracks are just made for charging! Like this one. Unfortunately, we've got no idea where this track's located or who the rider is, but we can tell this KTM 790 Adventure is being put to very good use by spraying gravel every step of the way!

PHOTO: FRANCESCO MONTERO/KTM

HOT CHILE

As a two-time World Rally Raid Championship winner and three-time Dakar Rally podium placegetter, Pablo Quintanilla stands tall as the most accomplished rally racer from the South American nation of Chile. While a serious crash in this year's Dakar Rally brought his racing career to an early close, there's no question he flew high in his most recent years with the Monster Energy Honda HRC rally team.

PHOTO: MONSTER ENERGY HONDA HRC

LEFT: Arron, Ads, Mick, Tobes, Wilso, Brad and Clubby give Tassie the big thumbs up: good times!

MATES RATES

Talk about pressure. There I was, hammering about the bush in the middle of nowhere in north-east Tasmania, wringing the neck of a legendary Suzuki DR650, trying desperately to keep Tassie Devil Adventure Bikes trail boss Brad in sight, while at the same time trying just as desperately not to fling the DR off the trail and into the undergrowth. And then every time I'd grab a fast glance in the mirrors, those two bloody headlights would always be there. There was just no shaking them.

Good ol' Wilso and Mick, they were gripped to my rear end like a couple of itchy haemorrhoids. But that was no surprise, as the pair of them have made a career of training riders the right way to ride a motorcycle: Wilso with his Bilpin Moto Adventures trials and ADV training courses, and Mick as a longtime instructor with HART St Ives in Sydney, before he moved lock, stock and barrel to Tasmania a few years ago.

The pace was decent, or at least I thought so, and the riding was fun — so much fun that every time we'd regroup we'd be smiling and laughing and almost bragging about how good a time we were having.

It was like riding with a bunch of mates, yet before the ride started the only bloke I knew was Wilso. And I've got to stay in sweet with Wilso because he's still got my classic XTZ750 Super Ténéré on one of his work benches undergoing a resto, and he knows full well how toey I am to eventually get the bike back from him and take it on a run to Cameron Corner. But I need that old banger to get me back home from there again, so no pressure — right, Wilso?

ADVERSITY RULES

As you'll read in the feature story on the Tasmanian ride elsewhere in this issue, it was one of those trips where everything falls into place. Mind you, given the weather for the kick-off to the ride, Wilso and I were fair sweating bullets about just what we were in for. Gale-force winds damn near blew our accommodation off its foundations, and the white-caps out in the normally serene and picturesque Tamar River told the story that Mother Nature was going to be well and truly in charge through day one.

But what's that old expression the Darcinator always throws up when the chips are down? The rides with a little adversity are the rides you will always remember! Yep, that quote was bang on the money, as we dealt with just a little adversity in the form of fallen trees, zero visibility and sideways falling sleet in the wind atop Mount Barrow, and then damn near getting blown off the road in the last ten kays on the way into the overnight stop at Derby.

An eventful start to the trip it certainly was.

THE DEVIL'S HANDIWORK

But through it all Mick, Brad and Arron stayed the course and turned on a ride that stoked us all out. Tasmania has a well-deserved reputation of being an adventure riding paradise and the TDAB team punched it out of the park when it came to showing us their corner of the world. Which is the north-east corner of the island, which they obviously know like the back of their hand.

At dinner one night, trail boss Brad showed me his phone that was loaded with the Rever app that he uses for navigation and the screen lit up with red lines of the myriad routes he'd plotted over recent years. He had everything from gnarly single-track and forest trails to lonely back-roads out to the coast where the views of the ocean were out of this world. "But the boys have a habit of taking me into places I soon regret!" laughed Mick, in reference to some of their TDAB recce rides. "Some of the hard enduro stuff that Brad and Arron like to do isn't real big-bike friendly …"

Thankfully, the boys went easy on us this time, perhaps showing respect for their elders. Brad and Arron are twins, aged 29, while me and Wilso are now batting into our 60s. And Mick's not too far behind us. But age shall not weary, right? "Too right!" barked Wilso.

SNOW GOING BACK

Copping a late spring snowstorm atop Jacobs Ladder on the final afternoon was the icing on the cake of a memorable ride. The TDAB team couldn't have timed it better. Thanks, guys, for a great ride and a devil of a good time! — Clubby.

www.tdab.com.au

SHANNONS

SHARE THE PASSION

RIDING GEAR COVER

IT'S ESSENTIAL, SO WE COVER IT

At Shannons we provide cover for your riding gear such as helmets (including visor and/or radio communications), gloves, riding jackets and pants, boots and other motorcycle specific riding gear, up to $1,000 per item and $3,000 in total for the rider.

Get a quote online at shannons.com.au

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance, available at shannons.com.au. The Target Market Determination is also available. Terms, conditions, limits and exclusions apply. The type of cover must be specified on your certificate of insurance. If you do not use your vehicle in accordance with the vehicle usage shown on your policy certificate you may not be covered in the event of a claim. Discounts do not apply to the optional Shannons Roadside Assist or CTP.

LEFT: On top of the world! And on top of Big Red with the Ducati DesertX Rally. Photo: Nick Selleck/Maschine.

A MIXED BAG OF MADNESS

It's been a mixed bag of riding since we last caught up, plus I've just made a big decision I'd never have considered three years ago.

PRIDE OF A NATION

First up. I'm still pinching myself. I recently represented Australia at the CFMOTO MT Challenge Global final, an international event with riders from 20 countries. Think old-school timed enduro sections meets gymkhana, with a dash of chaos.

Why they picked me, I'll never know. Maybe they needed a token pensioner? Then again, I didn't see a pensioner on the bulky Bulgarian team as they literally threw a 200kg motorcycle over a log with the diameter of a penny farthing!

Our Aussie team was a cracker: extreme enduro legend Tim Coleman, John Hudson of APC Rally fame, and Ryan Dodson, adventure tour boss from the Otways. Ryan, John and I didn't feel especially worthy, but we gave it a fair shake.

First up was a timed mud section with a nasty hill climb, on the standard tyres with 23psi. Yes, really. As I waited my turn, I reached deep into the dusty filing cabinet of my brain to recall the last time I rode a timed section. Turns out it was 48 years ago when Rod Stewart topped the charts with "Tonight's the Night". Grim.

Nothing exposes delusion like a stopwatch. Time is the great equaliser, as all the pub talk in the world won't help you when the flag drops.

The slow-speed challenges were just as punishing, especially with a crowd watching every wobble and stall from ten metres away. But I loved the teamwork side of it. What three of us lacked in skill, we made up for in commitment and ... well, mostly commitment. And we heavily relied on Tim!

The whole event had an infectiously positive vibe. The sections were spicy enough to separate the cream from the milk without breaking bones, and everything ran smoother than a Swiss watch. Hats off to CFMOTO, they absolutely nailed it.

More on the event in this issue, but here's the big takeaway: the MAD-TV fleet is about to change. After two days flogging the 800MT-X, we all agreed it's a weapon. Not one of us could fault it. When four blokes independently decide to buy the same bike, that's saying something. Three years ago, there was no way in the world I would go near a CFMOTO. They have come a huge way in quality and performance in the last few years. Stay tuned for a story on the new arrival.

DESERT RATS

Speaking of firsts, I also managed to ride up Big Red in the dark on a Ducati DesertX Rally. It nearly went pear-shaped, of course. The sand was surprisingly easy to read at night, so I might've gotten a touch enthusiastic. The DesertX carved its way up beautifully, but somewhere near the top I lost my bearings, turned north along the dune, and suddenly found myself charging toward another steep rise.

Thankfully, common sense — or survival instinct — kicked in, and I shut it down just before what would've been a ten-metre drop. Imagine explaining that to Ducati from a hospital bed.

I was out there filming Nick Selleck's Maschine Burke and Wills Expedition ride. It was a cracking outback run from Melbourne to Karumba, and for some, on to Townsville. It was a ride for those who love big skies, big miles and the occasional heart-stopping emu encounter. Those feathered lunatics weigh about 35kg, can pirouette at 80 km/h, and seem to have a death wish.

Still, our journey went far smoother, and quicker, than the original Burke and Wills expedition. We all made it home alive and, mercifully, we didn't have to eat our camels or horses.

Credit where it's due: Nick Selleck deserves full marks for pulling off a south-north crossing of this huge continent with 40 riders intact.

And final words for the Ducati DesertX Rally: what a motorcycle. Sure, it's got the power and the handling, but it's the suspension that impressed most. It soaked up the small hits that normally wear you down and shrugged off the big ones that make you swear. Such a brilliant machine for a big country. — Dave Darcy.

MAD TV

Dave Darcy is the Producer of the Motorcycle Adventure Dirtbike TV channel on YouTube. Grab a beer, settle back and press Play!

BMW
MOTORRAD

HUNGRY FOR
ADVENTURE

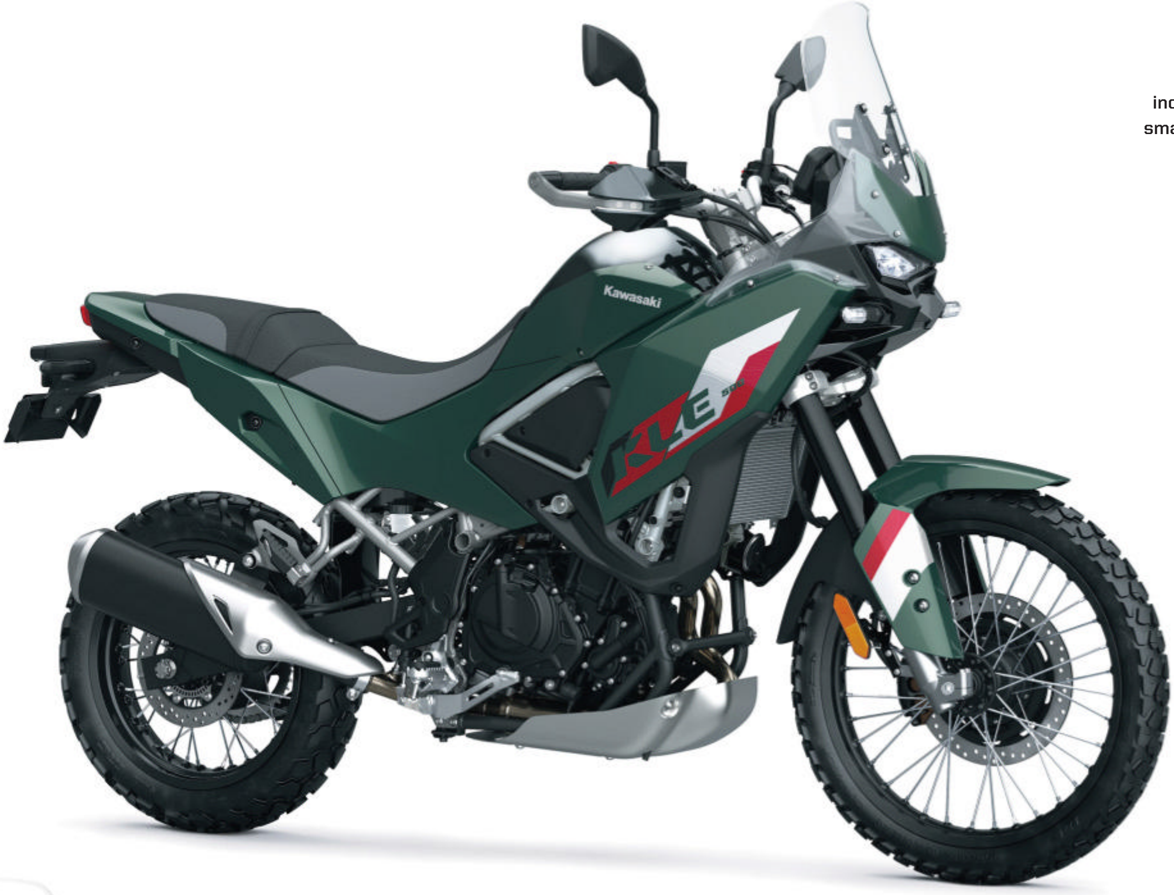
THE BMW F 900 GS

This is where it begins. Get ready to embark on a journey like no other. Over stones and gravel, through wind and water, into deep ditches and over the highest hills – the all new F 900 GS will conquer it all with the **#SpiritOfGS**.

Completely redesigned and optimised for true riding challenges, a 14kg weight reduction and focus on the off-road essentials mean you're ready for whatever lies ahead. Get ready to embrace the thrill and excitement of adventure. Here it is: your perfect Enduro.

MAKE LIFE A RIDE

LEARN MORE



Meet the latest entry in the ever increasingly popular small-bore adventure ranks: Kawasaki's new KLE500SE.

01

02

KAWASAKI'S KLE500 IS BACK

The bike in the box is alive!

Almost a year after being teased at EICMA 2024, when the front end of a bike hung out of a crate marked 'Life's a Rally, Ride it!', Kawasaki has officially unveiled its new KLE500 adventure bike, which hits the market some 20 years after the original KLE500 rode off into the sunset.

The new KLE500 is actually powered by the 451cc parallel twin-cylinder engine from the Ninja 500 road bike, which in the road-going machine produces 51 horsepower. The motor is fed by a large-capacity air box and drives out through a six-speed gearbox with Assist & Slipper clutch and final gearing featuring 15/46 sprockets.

The motor is carried as a stressed member in a high-tensile steel trellis frame, which is mated to a 43mm diameter USD fork with 210mm wheel travel, while out back a Uni-Trak single-shock rear end offers 200mm wheel travel.

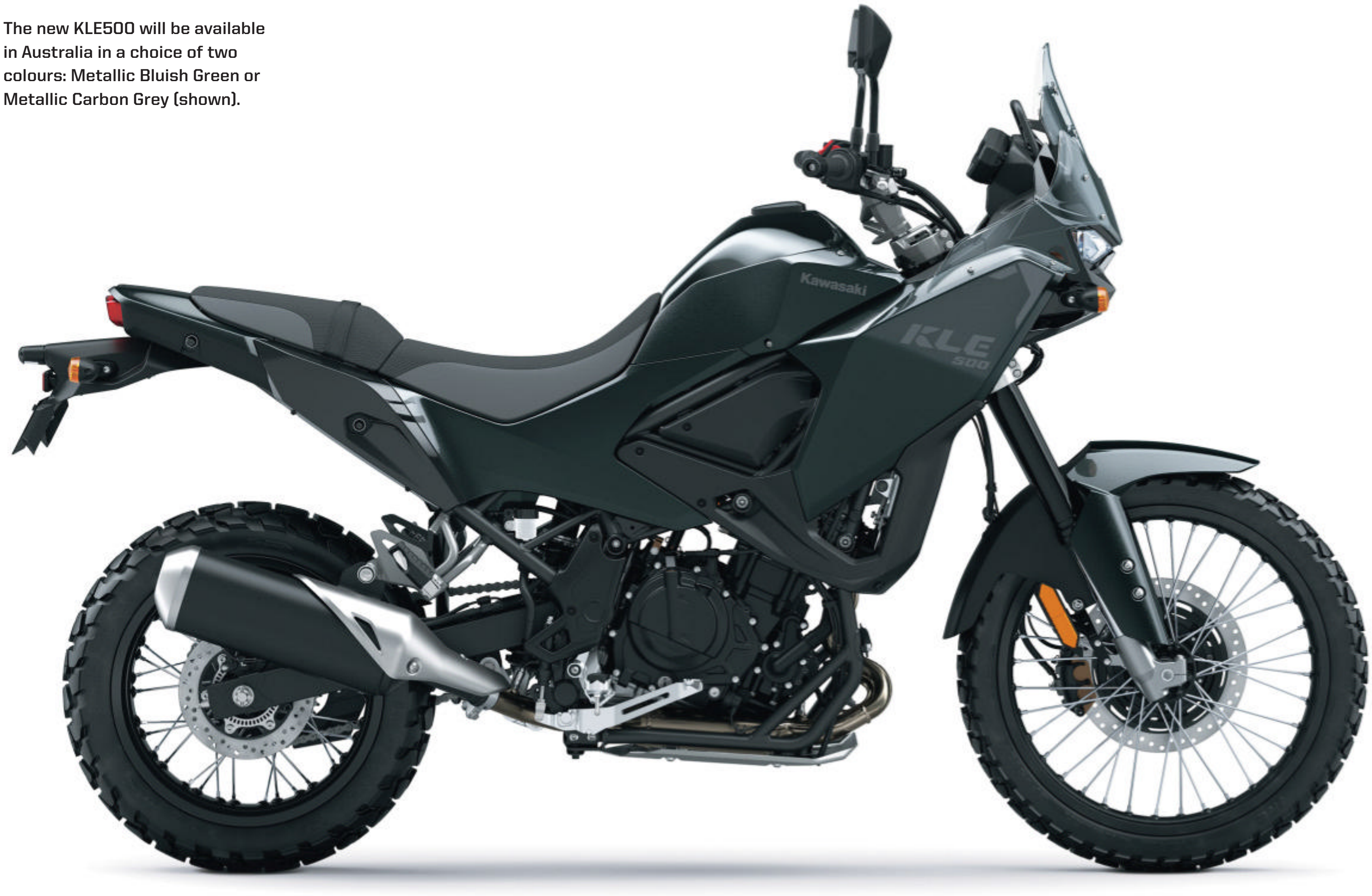
Wheel sizes are 21-inch front and 17-inch rear, with a single 300mm diameter disc brake up front and 230mm disc at the rear. ABS is switchable. The KLE's seat height is 860mm, although optional seat heights will be available. Fuel tank capacity is 16 litres.

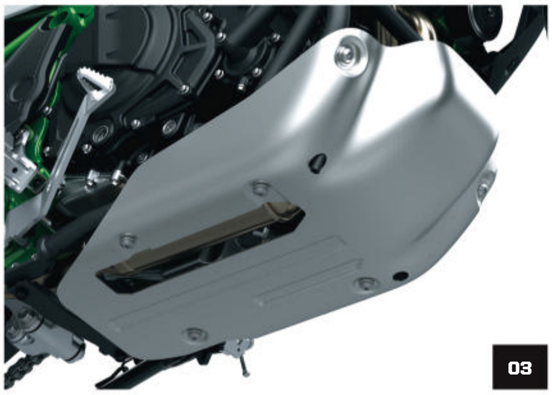
Instrumentation is via a LCD screen that displays a comprehensive range of functions. Smartphone connectivity is available using the Rideology app. A rally-style tower and adjustable screen/fairing give the KLE purposeful looks, highlighted by a triple LED headlight setup.

Alongside the standard KLE500 will be a special SE model, which scores a 4.3-inch colour TFT screen, LED turn signals, taller rally-style screen, reinforced handguards and larger aluminium bash plate.

As we went to press with this issue, full specifications and local pricing and delivery details were yet to be announced by Kawasaki Motors Australia, but the new bike is set to hit Australian shores in mid 2026, in a choice of Metallic Carbon Grey or Metallic

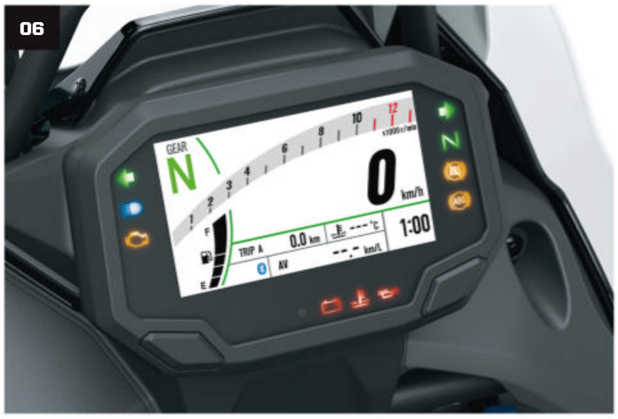
The new KLE500 will be available in Australia in a choice of two colours: Metallic Bluish Green or Metallic Carbon Grey (shown).




03

05

04


06

Bluish Green colours. Be sure to see your local Kawasaki dealer for latest details as they're released.

In the meantime, we're itching to ride the new KLE as the small-bore ADV wars clearly continue to heat up!

www.kawasaki-motors.com.au

01: Distinctive triple LED headlight setup gives the new KLE500 a look of its own. **02:** An extensive range of OE accessory items will be available, featuring luggage, protection and service items including this centrestand. **03:** The SE model also scores a larger aluminium bash plate to help protect the low-hanging undercarriage. **04:** 17-inch rear wheel is the standard fitment. **05:** Standard muffler set-up looks set to be one of the first items replaced for riders looking for a boost in performance and weight saving. **06:** The full-colour TFT display of the SE model is tucked in neatly behind the rally tower and screen.

WORLD RAID GETS UPGRADED

There are stacks of upgrades for the latest T7 World Raid, which have helped to push the price up to $27,349 ride-away.

Yamaha's popular Ténéré 700 World Raid is back for 2026 and the latest model has scored a feast of technical updates for the new year.

The bike's 689cc CP2 twin-cylinder engine had been updated to meet the latest Euro5+ emissions regulations. It adopts Yamaha Chip Controlled Throttle (YCC-T) and now offers two power modes, Sport and Explorer, which can be switched between on the go with a closed throttle.

Also new for '26 is a six-axis Internal Measurement Unit that works in-sync with the new lean-sensitive traction control, slide control and ABS systems. The TCS and SCS feature three modes, Street, Off-Road and Off, to give riders the option to select the level of support on offer.

Cruise control is another new addition to the World Raid, which big-distance riders are sure to appreciate.

Like the latest T7 model, the new World Raid has a new clutch cover that moves the clutch actuation arm 35 degrees forward, while gearbox updates deliver smoother shifting. An optional up/down quickshifter is also available.

The World Raid's dual fuel tanks are now made of aluminium and are 1.5kg lighter than those on the previous model, while fuel capacity remains at 23 litres to provide around 500km fuel range. The new tanks have been reshaped and mate with a one-piece rally seat.

A new LED headlight assembly is easily adjustable via one screw located under the new 6.3-inch full-colour TFT display. A choice of Street, Explorer and Raid theme displays are offered.

In the suspension department, larger-diameter 46mm USD forks are fitted along with an upgraded KYB Monocross rear shock. Wheel travel is 230mm front and 220mm rear.

An upgraded steering damper is fitted and offers 16-step adjustability, while new switchgear throughout is a feature of the flight deck.

The 2026-model World Raid will be available in a choice of Redline White and Midnight Black colour schemes. It's due to arrive in Australian dealerships in June, priced at $27,349 ride-away.

www.yamaha-motor.com.au

The Midnight Black colour choice is sure to be a hit with those riders chasing a stealth look.

YAMAHA
Revs Your Heart

NEW HORIZONS

Go harder for longer
on NEW MY25 Ténéré 700

NEW fully adjustable KYB suspension front and rear

Simple **ONE PRESS** ABS off button

NEW intuitive switch gear

Icon Blue

PLUS+

- Repositioned fuel tank for improved mass centralisation
- New one-piece rally seat
- New bodywork and headlight
- New 6.3in full colour TFT dash
- New handguards, side stand switch, larger footrests and more!

Sky Blue

Frozen Titanium

SCAN ME

Real world updates to suit Aussie conditions. **YOU SPOKE. WE LISTENED!**

YAMAHA FINANCIAL SERVICES

YAMALUBE

YAMAHA GENUINE Parts & Accessories

VISIT US AND LOCATE A YAMAHA DEALER AT:
www.yamaha-motor.com.au

NEW HUSQVARNA 701 ENDURO REVEALED

Husqvarna's 701 Enduro has scored just enough tweaks to keep it at the head of the pack.

Husqvarna has pulled the wraps off its 2026-model 701 Enduro. The thundering four-stroke has scored a host of updates for the new model year that showcase Husqvarna's Swedish heritage and Austrian engineering.

New features include:

- Redesigned LC4 engine now produces 79 horsepower, up from the previous model's 74hp.
- Engine updates include a new air box cover and trumpet, higher-pressure fuel pump, relocated catalytic exhaust, updated valve timing and 65-degree ride-by-wire throttle.
- Service intervals have been extended to 15,000km and valve clearance checks are at 30,000km.
- From the bars riders can toggle between ride modes, adjust Traction Control and switch ABS on or off.
- New 4.2-inch TFT display with a modern interface.
- Connectivity is available through the Ride HQV app.
- Dynamic slip adjust is now available in the optional Rally mode.
- Revised suspension settings.
- New bodywork features modernised styling and fresh graphics.

The polyamide rear sub-frame with integrated under-seat fuel tank design continues on the 2026 model.

The new 701 Enduro, along with its 701 Supermoto cousin, are expected to arrive in Australia from March 2026. For the latest details and pricing information, be sure to consult your local Husqvarna dealer.

www.husqvarna-motorcycles.com

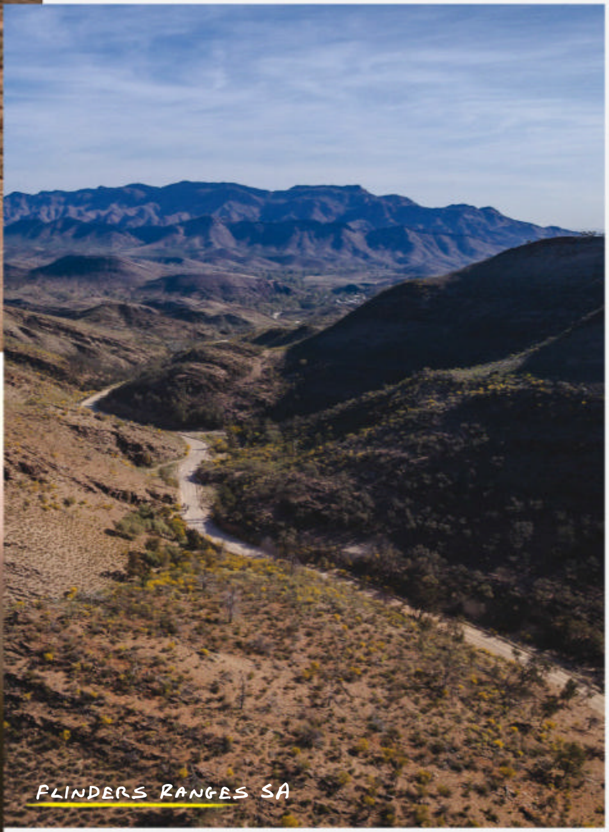
The 701's under-seat fuel tank design continues for 2026.

Husqvarna

Explore further

Norden
901
Expedition

There's no need to look overseas for adventure. From red dirt tracks to endless skies, Australia's backyard offers more than enough to explore. With 240 mm of WP XPLOR suspension, the 2025 Norden 901 Expedition is built to take you there - further, faster, and deeper into the heart of the outback.



Flinders Ranges SA

PREMIUM FEATURES AS STANDARD

- Easy Shift (Quickshifter+)
- Cruise Control
- Explorer Mode
- Centre Stand
- High Windshield
- Heated Grips & Seat
- Heavy Duty Skidplate
- Soft Luggage Bags

Join the
Husqvarna Trek
Community

FOR | PIONEERS

www.kiska.com husqvarna-motorcycles.com

Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations!
The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

Smiles all round in Morocco as Daniel Sanders, Edgar Canet and the Red Bull KTM team celebrate big wins in the 2025 World Rally Raid Championship. Photo: Edo Bauer/KTM.

SANDERS ON TOP IN WORLD RALLY TITLE

Aussie rider Daniel Sanders has captured the 2025 FIM World Rally Raid Championship after a dominant season saw him seal the deal with one round to run.

Sanders and the Red Bull KTM Factory Racing team were in scintillating form all season long, winning every round but the last in Morocco, where he finished second to Monster Energy Honda HRC Rally rider Tosha Schareina.

"Obviously, I'm happy to finish the race in Morocco safely and on the podium, but I'm a little disappointed not to have taken the win," Sanders said.

"After wrapping the championship up in Portugal, I really wanted to focus on this race and do my best. I'm riding good, I know that, and when I'm riding good, I'm fast, I just need to clean up my mistakes. It's good to get a bit of a wake-up call, and now ahead of Dakar, I know there are things I need to work on with myself.

"We've got a couple of months to get motivated now and I know what I need to do to improve. It's not just the physical side for me; it's the mental side as well, and I want to be ready for Dakar.

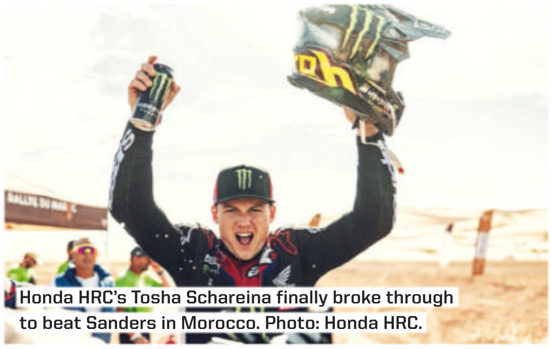
"The 2025 season has been incredible and I can't thank the team enough for everything they have done to get me here. The goal now is to reward them with another win in Saudi in January."

In the Rally2 class, Sanders' teammate Edgar Canet showcased the speed and maturity that have defined his 2025 campaign. The young Spaniard fought hard across all stages, ultimately securing the Rally2 victory in Morocco and confirming himself as the 2025 Rally2 W2RC champion.

With the exception of the Abu Dhabi Desert Challenge, where he crashed out on stage one, Canet has dominated the Rally2 category, winning every single round.

www.ktm.com

Aussie Daniel Sanders has that number-one feeling! Now it's on to Dakar. Photo: Edo Bauer/KTM.



Honda HRC's Tosha Schareina finally broke through to beat Sanders in Morocco. Photo: Honda HRC.

BIKER FASHION

Convenience and safety with HELD,
smart use with NUDUD.

NUDUD.
TOUCHSCREEN PRECISION FOR GLOVES

Sambia 2
Adventure glove

BE
HEROIC.

www.migmotorrad.com.au | sales@migmotorrad.com.au | 1300 916 916

Fly the coop and ride the world with World on Wheels.

RIDE THE WORLD ON WHEELS!

For 30 years World on Wheels has been doing exactly as their name suggests: showing Aussies the best motorcycle rides in the world!

In 2026 they're staging no less than ten tours to some of the world's most exotic locations, including Iceland, Norway, the Andes, Morocco, Indonesia, Everest and more.

From April 1 to 22, 2026, World on Wheels is hosting the Iberian Inspirations tour, which covers a whopping 4,000km over 22 days aboard a range of the latest BMW GS models.

On this tour you'll visit the most splendid Roman aqueduct still in existence, at Segovia near Madrid. Then enjoy the twisty roads and mountainous terrain of Andorra, the open hinterland of Portugal and the magnificent whitewashed villages of Andalusia. Sample amazing wines, cuisines, history and culture only found in these regions of old Europe.

The tour includes a BMW GS rental bike, accommodation, meals, guide, support vehicle, spare parts, tools, medicine, first-aid equipment and all fuel, maintenance and third-party insurance for the bikes.

For full details, prices and booking information on all 2026 World on Wheels tours, check out the WOW website. **www.worldonwheels.tours**

KAT'S ADVENTURE RIDE

We've just signed up for Kat's Adventure Ride, which will be held in March in some of our favourite riding country: the Monaro High Plains and Snowy Mountains of NSW and the Victorian High Country.

It's a four-day ride running from March 6 to 9, and proceeds from the event go to support a very worthy cause, the Newborn Intensive Care Foundation. The foundation provides funding for medical equipment and research to help improve outcomes for sick newborn babies of the Canberra, southern NSW and surrounding regions.

The tour is fully supported by the crew from The Bike Butler Sydney motorcycle build and storage workshop and it promises four days of epic adventures through some truly stunning terrain.

We can't wait for it!

For more details check out the official website – and while you're there, take a look at the other big ride they have coming up this year: the Road of Bones Siberian Odyssey that dives deep into the wilderness of far-east Russia in July … now that promises to be the ride of a lifetime!
www.katsadventureride.com

TYRES4BIKES
We've got your back – and your front tread, too

FREE STANDARD SHIPPING ON ALL TYRE ORDERS AUSTRALIA WIDE

- Motorcycle & ATV Tyres
- Tyre fitting
- Puncture Repair
- Motorcycle Pink Slips (NSW Only)
- Free fitting on loose wheels with tyre purchase

SYDNEY
4/915 Old Northern Road, Dural
NSW, 2158
Phone: (02) 9651 1668

BRISBANE
2/259 Cullen Ave East, Eagle Farm
QLD 4009
Phone: (07) 3262 4377

www.tyres4bikes.com.au

HONDA

TRANSALP

The updated 2025 XL750

The updated 2025 XL750 Transalp, an adventure touring icon since 1986, delivers outstanding power and torque. Its upgraded chassis and suspension offer agile on-road handling and confident off-road control. The damping rates are upgraded both front and rear, to maintain ride quality but absorb rougher terrain ensuring smoother ride on dirt tracks.

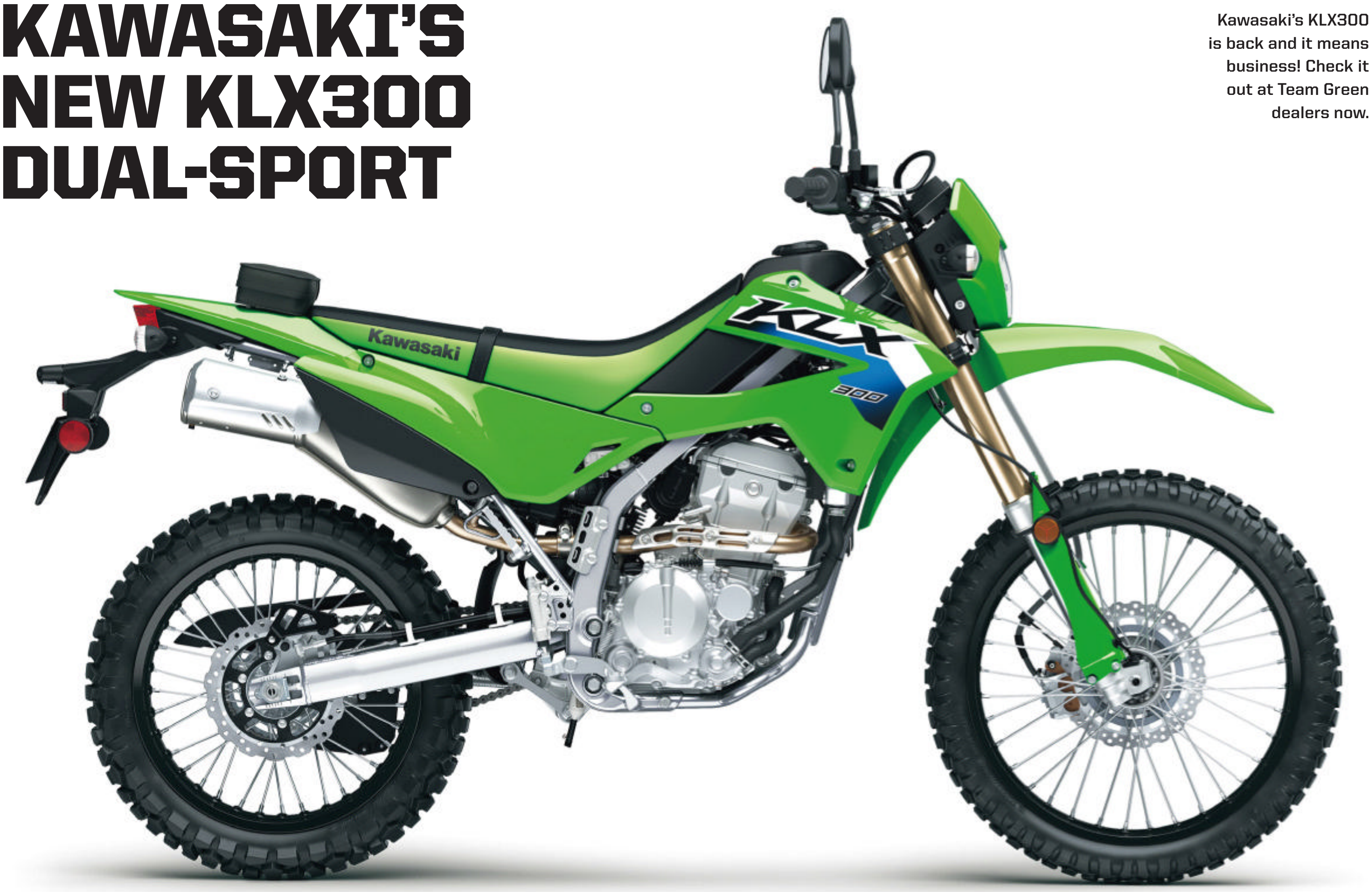
A redesigned dual LED headlight and central intake duct ensures efficient aerodynamics and wind protection. Equipped with a new 5-inch TFT display and Honda RoadSync* smartphone connectivity, the XL750 Transalp embodies the true spirit of adventure touring, performing superbly on the road and beyond.

Visit your local Honda dealer today.

Overseas model shown. Australian specification may vary.

*In order to use Honda RoadSync a connection is required with a Bluetooth® headset (sold separately) see owner's manual for Bluetooth headset requirements. Wireless Headsets can only be used in conjunction with the road rules of your state or territory. Please refrain from operating a smartphone while riding. A dedicated application need to be installed to a smartphone to use the Honda RoadSync. Minimum iOS requirement 15.0 or later.

KAWASAKI'S NEW KLX300 DUAL-SPORT



Kawasaki's KLX300 is back and it means business! Check it out at Team Green dealers now.

Kawasaki Motors Australia has unveiled the new-for-2026-model KLX300, a lightweight dual-sport motorcycle engineered for riders who crave versatility, performance and adventure. Whether you're commuting through the city or exploring rugged trails, the KLX300 is built to deliver.

With a 292cc liquid-cooled, fuel-injected, four-stroke engine, the KLX300 offers quick-revving power and smooth torque delivery. The bike's lightweight chassis, long-travel suspension and LED headlight combine to create a machine that's as capable off-road as it is on paved streets.

- + Learner approved model (LAMS).
- + Sporty styling: shrouds, side covers and fenders.
- + LED headlight, compact taillight.
- + Dual-sport tuned long-travel suspension.
- + Full-size 21-inch front, 18-inch rear wheels.
- + Powerful large-diameter disc brakes.
- + All-digital instrumentation.
- + Heat management for enhanced rider comfort.
- + Comfortable ergonomics.
- + 7.5-litre fuel tank.
- + 935mm seat height.
- + 137kg curb weight (128kg estimated dry weight).

The KLX300's ride-away pricing is $9,503, so see your local Kawasaki dealer for full details.

www.kawasaki-motors.com.au

EDELWEISS SCORES TRIPADVISOR AWARD

From the Alps to the sea, Edelweiss have tours to tickle everyone's fancy.

The crew at Edelweiss are justifiably stoked after recently being named amongst the winners in the TripAdvisor Traveller's Choice Awards 2025, which ranks the global motorcycle touring operation amongst the top ten per cent of most popular companies of travellers worldwide.

As the world's largest travel guidance platform, TripAdvisor has unparalleled authority with travellers and diners. The award is based on genuine feedback from anyone in the community who has visited and left an authentic, first-hand review on TripAdvisor over a 12-month period, making it a valuable and trustworthy designation of travellers' favourites. Congratulations, Edelweiss!

Check out all the reviews and discover more about Edelweiss by searching 'Edelweiss Bike Travel' on TripAdvisor, and then get on board for a ride to remember!

And while you're at it, check out the Edelweiss Bike Travel 2026/27 catalogue, which includes thrilling tours around the globe from the Silk Road to the Alps, Latin America and Europe. Get online and explore the catalogue and start your adventure today!

www.edelweissbike.com

KLX 300
GET OUT AND PLAY
Kawasaki
LEARNER
APPROVED

THE KAWASAKI KLX300 HAS ARRIVED!

FIND OUT MORE

*Curb weight includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied)

UNLEASH YOUR SPIRIT OF ADVENTURE WITH THE 2026 KAWASAKI KLX300

NOW TEARING UP TRAILS AND TURNING HEADS ACROSS THE COUNTRY.

Built with enduro-racer DNA and engineered for versatility, the KLX300 is your ultimate go-anywhere machine. Whether you're carving through city streets, cruising scenic backroads, or conquering trails, this lightweight dual-sport delivers responsive power, and smooth handling that keeps the ride thrilling from start to finish. Weekday commutes to weekend escapes, the KLX300 is ready to ride wherever the road – or dirt – takes you. The perfect companion for new riders and seasoned explorers alike to get out and play.

292 CC FUEL-INJECTED LIQUID-COOLED FOUR-STROKE SINGLE WITH ELECTRIC START | STREET-LEGAL DUAL-SPORT VERSATILITY
SINGLE-SEAT MODEL | FULL-SIZE 21" FRONT & 18" REAR WHEELS | LED HEADLIGHT, COMPACT TAILLIGHT
137 KG CURB WEIGHT* | 315MM GROUND CLEARANCE | 935MM SEAT HEIGHT

www.kawasaki.com.au

Kawasaki Motors Finance

Kawasaki GENUINE ACCESSORIES

Kawasaki
Let the Good Times Roll

1ST
MENS OVERALL
1ST
WOMENS OVERALL
2ND
WOMENS OVERALL
2ND
MENS OVERALL
BMW MOTORRAD GS TROPHY 2026 QUALIFIER AUSTRALIA

ABOVE: Darcy, Rikki, Lisa and Lachlan (L-R) are off to Romania to contest BMW's prestigious GS Trophy challenge.

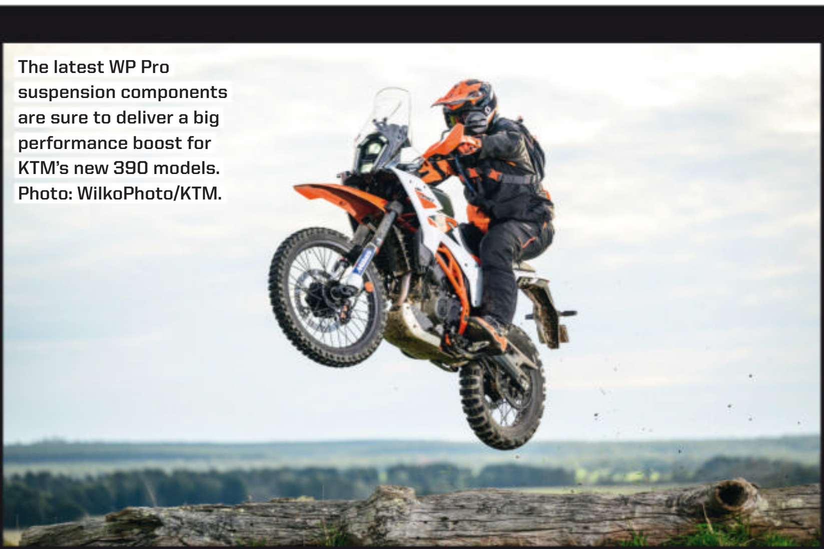
AUSSIE! AUSSIE! AUSSIE!

Massive congrats to the Aussie team riders who will be lining up for this year's BMW International GS Trophy in Romania.

The riders were determined late last year in a challenging face-off contest staged at Dargle Farm west of Sydney.

Darcy Edgar, Lachlan Haskins, Rikki Dryden and Lisa Potter emerged the big winners and they proudly embody the grit, skill and endurance that the GS Trophy stands for. They will showcase that fighting spirit across a diverse slate of tests and challenges in Romania, all in pursuit of bringing home GS Trophy glory.

Well done, guys and girls. Go hard and wear the green and gold with pride!



The latest WP Pro suspension components are sure to deliver a big performance boost for KTM's new 390 models. Photo: WilkoPhoto/KTM.

WP PRO BOOST FOR KTM 390s

WP Pro Components is offering a tantalising upgrade for owners of the latest KTM 390 Adventure R and Enduro R machines.

WP's Xplor Pro 6500 Cartridge forks guarantee more adjustability for compression, rebound and preload as well as options for spring rate. The open cartridge construction and state-of-the-art materials (around the enlarged hydrogen chamber) equals fewer grams (just 1.5 kg), optimised cooling, lower friction and first-class damping. The effect produces refined feel, consistency and the impression of reinforced control from the front end of the bike, regardless of the terrain or the pace.

Meanwhile, the Xplor Pro 6746 shock is engineered from top-drawer metals and advanced design (like CNC-milled aluminum) but with a strong emphasis on simplicity for customisation and set-up. It's featherlight (3kg for the whole unit) but is big on constant damping and stability thanks to the high-and-low speed compression, rebound adjusters and spring preload.

For full details and pricing of the WP Pro components, enquire at your local KTM dealer. **www.ktm.com**

X-FLOW 7.5
ADVENTURE GLOVE

VENTILATED WITH IMPACT PROTECTION

LEATTMOTO.COM.AU

AVAILABLE IN BOTH STANDARD AND SHORT CUFF

ADJUSTMENT HOOKS AND LOOP STRAP FOR A SNUG FIT

REAFLEX PROTECTION

- EC tested and certified EN13594:2015
- RearFlex soft impact gel
- Multi layer NanoGrip/MicronGrip and leather in critical impact areas
- 8.5 X-Flow Glove have double layer leather in critical impact areas

PERMANENT AIRFLOW VENTILATION

TOUCH SCREEN COMPATIBILITY

TOUCH FORMFIT STITCH nano grip X-FLOW MESH REAFLEX

Crafted for those warm weather rides, the Leatt ADV X-Flow 7.5 gloves provide certified ReaFlex impact protection. This soft impact gel easily flexes to ensure perfect comfort and fit. NanoGrip in the palm ensures unparalleled grip in both dry and wet conditions, with nano fibers 7 500 times thinner than hair enhancing the glove's tactile feel. Our full length gloves feature a standard, above-the-wrist length and secure hook and loop cuff closure.

Ducati keeps pushing the envelope with its ultimate adventure tourer, the Multistrada V4 Rally.

DUCATI UNVEILS 2026 MULTISTRADA V4 RALLY

Ducati has unwrapped the 2026 model Multistrada V4 Rally, which is the result of years of development of the Multistrada V4 family, the model with which Ducati was the first to introduce a MotoGP-derived V4 engine with a counter-rotating crankshaft to the segment, along with radar systems such as Adaptive Cruise Control and Blind Spot Detection.

The V4 Rally is the Multistrada aimed at lovers of long journeys. It's a bike that since its launch in 2023 has proven to be an unstoppable adventure companion, capable of conquering unexplored places, reaching them in maximum comfort.

Two new liveries, in Jade Green with gold wheels and Ducati Red with a brushed fuel tank, make the new Multistrada V4 Rally immediately recognisable. Its distinctive look further enhances its technical features: grand touring comfort, great range thanks to a 30-litre fuel tank, and off-road capability thanks to the suspension with longer travel, reinforced engine guards and spoked wheels. These features are complemented by new chassis and electronic solutions that enhance the bike's versatility, safety and performance.

The Forward Collision Warning anticipates potential frontal impacts, the new Automatic Lowering Device lowers the bike for easier ground contact, and the advanced strategies for the ABS Electronic Combined Braking System and the semi-active Adaptive Ducati Skyhook Suspension EVO are now even more effective in managing any situation and riding style.

The result is a motorcycle perfectly at home on the most challenging mountain passes, dirt roads or fast, flowing highways around the world. The Multistrada Rally V4 is the ideal companion for those who want to push exploration further with maximum comfort and safety, without sacrificing typical Ducati riding pleasure.

Like the entire Multistrada V4 family, the Rally offers excellent performance (delivering an impressive 170 horsepower), great reliability and low running costs, with maintenance intervals every 60,000km and an oil service every 15,000km or 24 months.

Deliveries of the 2026 Multistrada V4 Rally will begin in Australia in April, with pricing starting from $43,800 ride-away.

www.ducati.com

THE ALL NEW DUCATI MULTISTRADA V4
CONTINUES TO REWRITE ALL THE RULES

- COMPLIMENTARY 4 YEAR WARRANTY WITH 4EVER DUCATI.
- COMPLIMENTARY 4 YEARS/60,000KM SCHEDULED SERVICING*

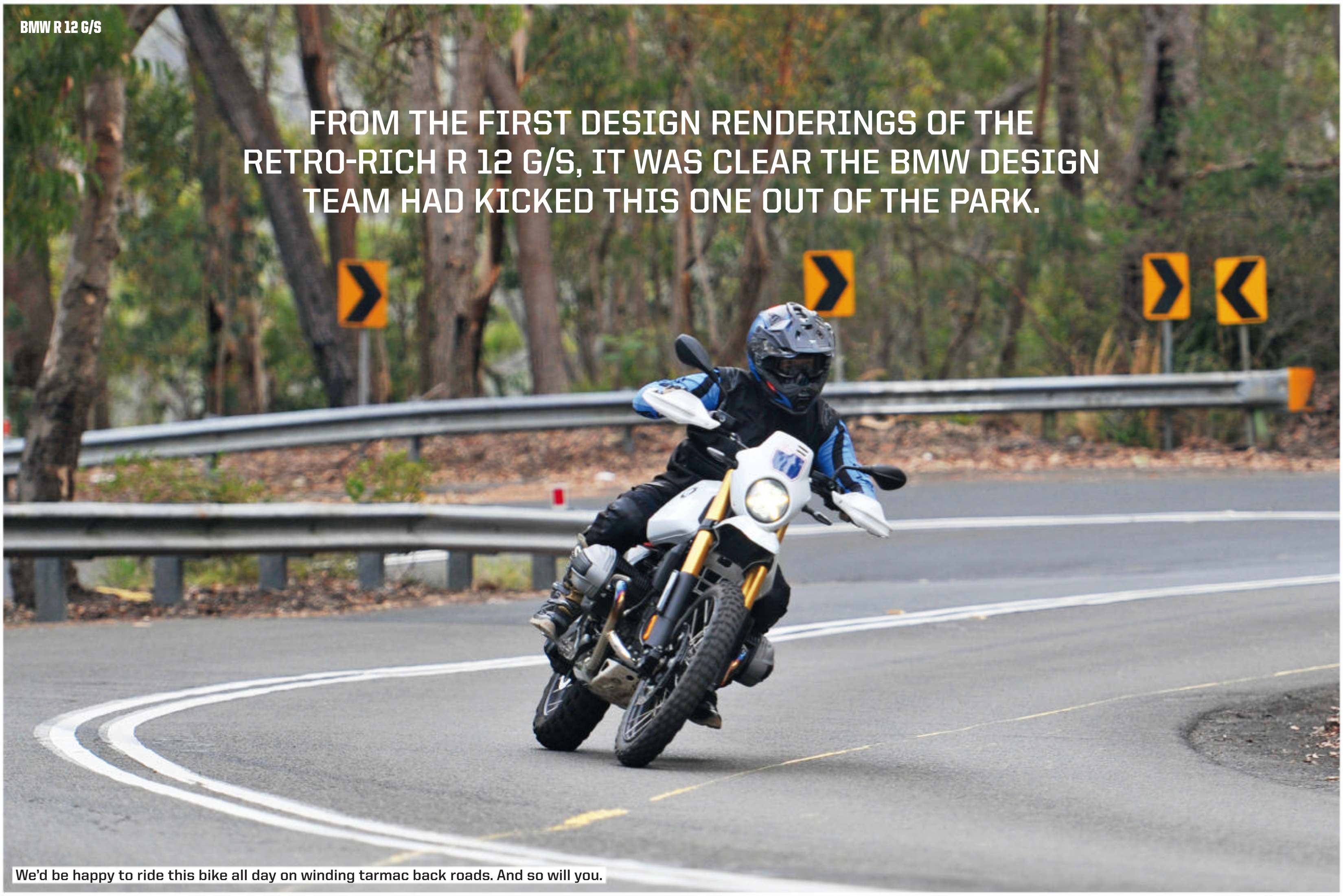
Complimentary scheduled servicing for 4 years from the date of first registration or 60,000kms (whichever occurs first) as per the manufacturer's recommended scheduled servicing specifications carried out at an authorised Ducati dealer. Excludes wear and tear items and any additional work or components required. Offer available on new MY25 Ducati Multistrada V4 models purchased and delivered between 01/01/25 and 31/12/25. Offer excludes Multistrada V4 RS and Multistrada V4 Rally.

The BMW R 12 G/S is more than just a design style exercise, it can actually live up to expectations when you get it in the bush and start pushing it off-road.

BACK TO THE FUTURE

There's a way of life right now that dictates 'everything old is new again'. While retro-inspired motorcycles have been a dime a dozen for ages, every now and then one comes along that just does retro right. Like BMW's R 12 G/S, which is quite simply the ultimate modern take on the classic R 80 G/S from 1980.

STORY **ANDREW CLUBB** PHOTOGRAPHY **NOSH MISTRY**



FROM THE FIRST DESIGN RENDERINGS OF THE RETRO-RICH R 12 G/S, IT WAS CLEAR THE BMW DESIGN TEAM HAD KICKED THIS ONE OUT OF THE PARK.

We'd be happy to ride this bike all day on winding tarmac back roads. And so will you.

They've been making some pretty bold moves in the BMW Motorrad design and styling departments for a while now. In fact, nothing's bolder in the adventure bike world than BMW's latest R 1300 GS Adventure, which looks like it came straight out of a Tonka trucks catalogue.

And then there's the BMW Heritage line of R 18 cruisers that pack more attitude than a biker bar at Daytona Speed Week. And don't overlook the R 12 range that includes the R 12 and R 12 nineT naked roadsters, and that ripping R 12 S retro sports bike with its bikini fairing and single seat with rear cowling that looks like it rolled straight out of the pits at a German GP at Nurburgring back in the 1970s.

When retro-inspired bikes work, they're a blast. They ignite peoples' memories and spark their imaginations. And BMW's R 12 G/S is an absolute case in point.

From the moment we saw the first pre-release design renderings and images of the retro-rich R 12 G/S, it was clear the BMW design team had kicked this one out of the park. We thought it looked way too cool for school, and so did a whole stack of crusty old ADV riders like us who well remember the original R 80 G/S from way, way back in 1980. That bike played a huge role in forging the entire genre of bikes and riding that is now known so well as 'adventure'. And it was the basis of BMW's legendary Paris-Dakar Rally winning era of the early 1980s, when Hubert Auriol and the mercurial Gaston Rahier swept four Dakars between them in five years aboard their mighty Bavarian beasts.

BMW's stylists sure got the look of this bike right. What a brilliant modern take on the original R 80 G/S.

The G/S moniker stood for Gelande/Strasse, the German words for off-road and street, which clearly spelt out the intentions of the R 80 G/S. It was a bike to bridge both worlds, on and off the road. And talk about kicking a goal: BMW's GS line has never, ever looked back.

And here we are 45 years later, as the R 12 G/S pays perfect homage to the original.

OLD MEETS NEW

While BMW's latest R 1300 GS and R 1300 GS Adventure might be the all-singing, all-dancing, high-tech 'golden children' of the German manufacturer's latest adventure bike line-up, the R 12 G/S comes to market as part of the aforementioned R 12 family, which all push the retro edge of the envelope. They share a steel-trellis frame but the G/S scores chassis mods and geometry tweaks aimed at giving it decent off-road capabilities. It has a wheelbase of 1,580mm and rake and trail figures of 26.9 degrees and 120.8mm.

Up front is a 45mm-diameter USD fork that is spring preload and compression and rebound damping adjustable, and offers 210mm wheel travel. That's right, this G/S doesn't have a Telelever front end. Out back the adjustable single shock rear end offers 200mm wheel travel. Wheel sizes are 21-inch front and 18-inch rear on the Enduro variant

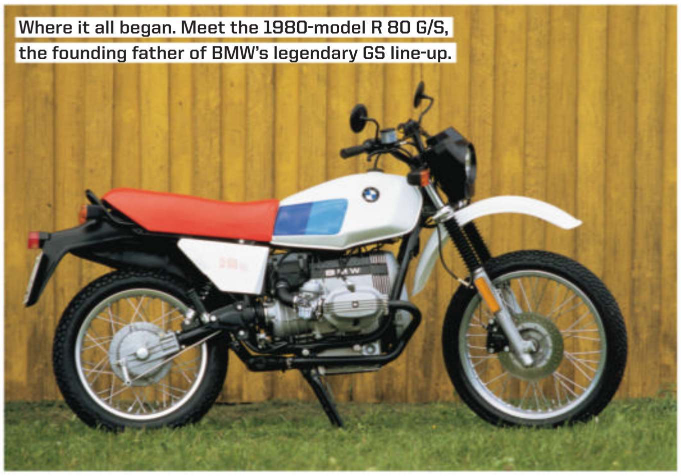
ELEVATE YOUR ADVENTURE
NEW
TIGER
1200 RALLY PRO
SEE OFFERS
TRIUMPH
FOR THE RIDE

Pure adventure, absolute advantage. The most all-road capable large-capacity adventure motorcycle you can buy, the Tiger 1200 Rally Pro has been significantly updated to be more advanced and refined than ever. Take your adventure to the next level.

See offers and book your test ride at TriumphMotorcycles.com.au

No need to be shy about taking this retro runner in the dirt, or water for that matter.

YOU'D THINK A BIKE AS BIG AS THIS WITH SO MUCH BULK DOWN BETWEEN YOUR LEGS WOULD BE A HANDFUL.



Where it all began. Meet the 1980-model R 80 G/S, the founding father of BMW's legendary GS line-up.

we've tested, whereas the standard model has a 17-inch rear wheel. Brembo brakes handle the stopping chores at both ends, while Michelin Anakee Wild tyres were fitted to this bike.

Seat height of the Enduro is 875mm, ground clearance is 255mm, and the bike's claimed dry weight is 216kg. Fuelled up with the 15.5-litre tank full, BMW claims the G/S tips the scales at 229kg.

As for the engine room, there's not quite the razzle-dazzle of the latest water-cooled powerplants of the new 1300s. No, at the heart of the G/S is a 1170cc air/oil-cooled Boxer twin motor that delivers 109hp at 7,000rpm and 115Nm torque at 6,500rpm. ABS Pro, DTC and three ride modes (Road, Rain and Enduro) are standard features, along with a keyless ignition.

ENDURO PRO ON THE GO

On the Enduro variant we rode you also get Enduro Pro ride mode, along with Connected Ride Control, a digital display, tyre pressure control, Headlight Pro and chrome-plated header pipes. Further, the included Comfort Package offers hill start control, Gear Shift Assistant Pro, heated grips and cruise control, while the included Enduro Package Pro dishes up the 18-inch rear wheel, off-road tyres, off-road pegs, larger engine guard, silver handlebar risers, plastic hand protectors and a longer sidestand.

So the Enduro variant offers plenty more bang for your buck, but of course it comes at a premium over the Standard variant. How much of a premium? Here's the numbers: the Standard variant is priced from $23,990, while the Enduro variant is priced from $27,990. And if you want the Light White colour like our test bike, which really harks back to the original R 80 G/S, it's a $500 option.

By the time you get the Enduro on the road and ride away from your friendly local BMW dealer, you'll be looking at $30K or more. If only retro bikes came with retro price tags … ha!

LET'S RIDE

Bikes like the R 12 G/S that have been designed and built to pull at the heartstrings of customers either do it or they don't. If the experience doesn't match the desire, it's over red rover. And deep down you'll know it right away, no matter how much you want a bike like this to be everything you're dreaming of.

I'm certainly in the camp of believers who consider BMW has got the looks and aesthetics of the R 12 G/S just right. There's enough nostalgia flowing through my veins to reckon dear old Gaston would be rocking this bike like a boss if he were still with us today.

Kabuto
Japan

EXPERIENCE ADVENTURE RIDING WITH

Geosys GT
Mips

RRP $899.95

Mips MaxVision™ PINLOCK

MNA Moto National ACCESSORIES

www.kabuto.com.au

facebook.com/motonational

Any gravel road is going to be fair game for the R 12 G/S's torque-rich 1170cc air/oil cooled Boxer motor.

18-inch rear wheel is part of the Enduro model package.

And this one he'd be able to see over the tank of while standing next to it, unlike those gargantuan Marlboro-bannered BMW rally bikes he raced at Dakar back in the day. Rest in peace, Gaston.

Climbing aboard the G/S for the first time, it feels right. It doesn't feel like the 1300, but nor would you expect it to. This one feels kind of long and kind of low, and quite different to the 1300. It feels like a dirtbike, albeit a bloody big dirtbike, given it's stripped down and devoid of all the bolt-ons of your typical adventure bike. There's no screen, no fairing, no tower, no huge fuel tank, no rear rack and even no pillion pegs.

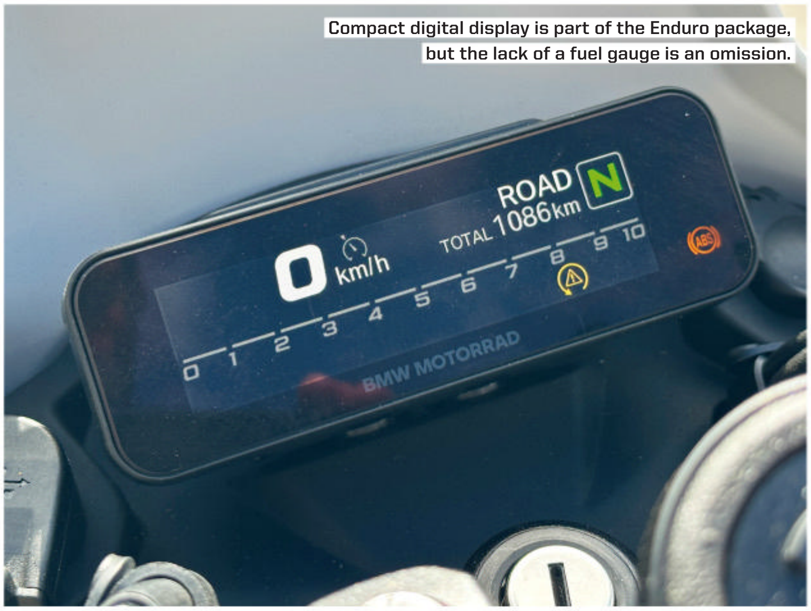
Yes, it feels retro, but in a modern kind of way. Good stuff.

MOTOR-VATED

At the heart of the G/S is the engine, and the good old air/oil-cooled 1170cc Boxer is one that's been much loved over the years. Sure, it's a big lump of a specimen, but it's got enough power and more than enough torque to readily put a smile on your face. Carve this thing through some twisting tarmac back roads and you'll be smiling. Then get it onto some similarly winding gravel roads where the vision is good and the cambers are sweet and you'll be grinning like an idiot. Can you spell S-L-I-D-E? It's this bike's middle name. Yeah baby, call me Gaston … let's go!

The torque-laden power delivery, the engine's inertia and Enduro Pro mode combine with the tech suite to make every gravel road an all-you-can-roost buffet. The engine is just so flexible, and so much fun to ride. It pulls from nothing and just keeps on driving. It might not have the outright mumbo and whack of the newer 1300's water-cooled powerplant, but there's more than enough urge to keep you smiling, while there's plenty of rideability to suit all kinds of ground conditions and terrain. The engine plays a big part in making this bike a true explorer, by large-capacity standards, in that you will want to head off-road and go explore what's down that trail and around the next corner and over the next hill.

Around town the package is comfortable enough, although I will say the gearbox is not quite as sweet shifting in the lower gears and stop/start traffic as you would expect. In the taller gears on the highway, however, it shifts sweet as a nut.



Compact digital display is part of the Enduro package, but the lack of a fuel gauge is an omission.

Muffler is left-side mounted, opposite the single-sided swingarm.

Brembo brakes front and rear offer plenty of stopping power.

The Boxer twin engine is a fair old lump, but it carries its weight low and offers a strong and easy-to-ride power delivery.

BY THE TIME YOU GET THE ENDURO ON THE ROAD AND RIDE AWAY FROM YOUR FRIENDLY LOCAL BMW DEALER, YOU'LL BE LOOKING AT $30K OR MORE.

Of course, on the highway you do miss the comforts of the modern-day adventure bike. The headlight mask offers barely any wind protection, so racking up big-mile days will mean having to steel oneself for the constant wind blast.

Fuel range will be another consideration, as the 15.5-litre fuel tank is only going to give a comfortable range of 250 to 270km depending on how hard you twist the throttle. And there's no fuel gauge, which seems like a real oversight, so you'll be playing mental arithmetic with the odo when it comes to calculating all of your fuel stops.

And speaking of things missing, a small rear rack would have been handy, too. As it is there are just a couple of small eyelets under each side of the rear guard if you want to try and tether a tool pouch or duffle bag for an overnight run.

Sure, the original R 80 G/S didn't have a screen and didn't have a rear rack, but in this day and age a couple of convenient concessions like these would be so warmly received by buyers. At least we can console ourselves with the inclusion of cruise control, heated grips and a double-headed rear brake pedal!

BUMP & GRIND

It was a real boon to quickly discover that the G/S had some decent off-road chops in the suspension stakes. The fork and shock both back up the bike's off-road ready persona. Both ends offer compliant yet controlled performance, with none of the mushiness I was fearing given the road-bias of the other models in the R 12 range. Nice work, BMW.

On the tar the bike sits confidently and feels stable at speed, while in the twisties it steers easily, tipping into corners readily, to the point where it belies the sometimes long feel of the front end. The frame of the G/S has been tweaked at the steering head compared to its road bike brethren, and BMW certainly got the geometry right.

On the dirt and in the bush the feast of adjustability on offer with both the fork and shock gives you plenty of scope for dialling in the ride to suit personal preference. And both ends are not shy at tackling trails at speed, which is what the torquey power delivery and comfortable and confident ergos will soon have you doing.

It's actually a surprise just how well this bike works in the dirt, because you'd think a bike as big as this with so much bulk down between your legs would fast become quite the handful. Which isn't to say it rides like a single, but for a whopping big flat-twin it's actually fun to ride off-road, thanks to so much of the weight being carried low.

Bushells
tea
Delicious
FRUIT & VEG
CHEESE
ETA
SMALLGOODS
McNIVEN'S ICE CREAM
Small Goods
ETA PEANUT paste
Mother's Choice FLOUR
Allowrie Butter
BUY YOUR
ego

Old wares! We just can't help but dig the retro styling of the R 12 G/S.

THE R 12 G/S IS A BRILLIANT BLEND OF WHAT CAN BE ACHIEVED WHEN RETRO STYLE MEETS MODERN TECHNOLOGY

Day-trippers will be stoked on this G/S, but for longer adventures, aspects of the bike are lacking.

But just keep your ambitions in check any time the trees get tight, and remember that those cylinder heads are every bit as wide as the handlebars.

The Brembo stoppers are top-shelf, no issues there, while in Enduro Pro mode rear ABS is deactivated, and you can also deactivate the TC by a button on the bars, giving you a pure off-road experience when you want to get right into it. Which is something this bike will do to anyone who comes from a dirt riding background. Take it from me, you will want to push it, and yourself, in the bush.

THE $30K QUESTION?

So would I park one in my garage? I have to say I'd be tempted, actually, because I reckon the R 12 G/S looks bang on-point and is such fun to ride. But the $30K ask is a big one. And I'd have to get the Enduro variant, because it is so much better specced and prepped for off-road-biased riding.

This bike would make a fabulous and fun day runner, if that's all you want it for. But if it was your only bike and you needed to be able to use it for true adventures, you would have to take steps to address the issues of wind protection, fuel range and luggage capacity. And all that can be addressed with OEM and aftermarket accessory parts, but all that costs more money again.

Mind you, it's well worth checking out the unitgarage.com website for a view of the accessory parts they offer for the G/S, including a larger headlight cowl, larger fuel tank and rear rack that all perfectly match the bike's retro style. So anything is possible.

As it stands, the R 12 G/S is a brilliant blend of what can be achieved when retro style meets modern technology to deliver a package that is going to strike at the hearts of a certain demographic of riders. And if you are one of them and get a glint in your eye when you reminisce of Gaston doing his thing back in the day, get into a BMW dealer and see this bike in the flesh. Then take it for a test ride, and get set for it to put a smile on your dial. From there it's all up to you — and your wallet. **AAB**

MOSKO MOTO

NOMAX TANK BAG

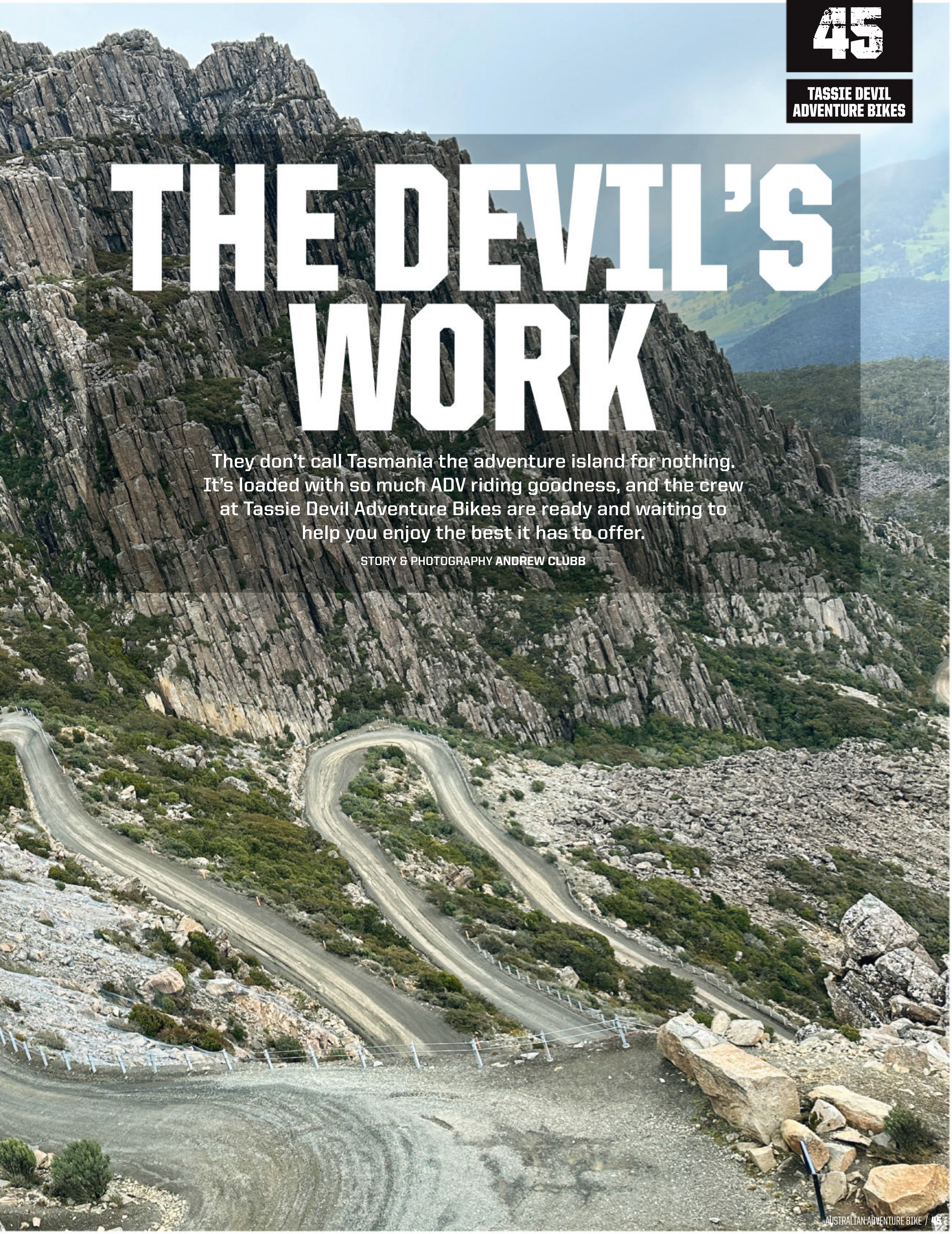
TOUGH GEAR. HARD TRAVEL.

HIGH CAPACITY TANK STORAGE

With 7L of capacity, the Nomax tank bag offers tons of storage for the things you need to organize and access quickly while on the bike. The fully-featured design also includes 2.5L of integrated hydration, an optional rain cover, and backpack straps for off-bike missions.

SCAN FOR MORE DETAILS, PRICE, AND PURCHASE.

Jacobs Ladder at Ben Lomond National Park is one of the real highlights of riding in the north-east corner of Tasmania. We climbed the ladder at the very end of our ride, and just as we made the top, the snow flakes started dropping in. Such a memorable way to end our trip with Tassie Devil Adventure Bikes.



THE DEVIL'S WORK

They don't call Tasmania the adventure island for nothing. It's loaded with so much ADV riding goodness, and the crew at Tassie Devil Adventure Bikes are ready and waiting to help you enjoy the best it has to offer.

STORY & PHOTOGRAPHY **ANDREW CLUBB**

WE WERE SOON ROMPING ALONG LONELY BACK ROADS SLICING THROUGH LUSH GREEN FARM PADDOCKS.

Green paddocks, vast forest and cloud-laden skies were a constant throughout day one of the ride.

Being woken at 3am by the sounds of your villa accommodation damn near being heaved off its foundations by gale force winds isn't quite the start you want to any ride. But welcome to Tasmania, where you can be just about assured that you'll cop all four seasons in one day if the weather gods have their way.

Come sunrise and the special view out across the Tamar River from our digs at the Rosevears Hotel was a little different to usual. The calm waters had been whipped into a frenzy of white caps and bow waves from the savage winds that were literally blowing in from Bass Strait.

"Looks like a geat day for a ride, Wilso!" I barked to my wingman for this trip, Dave Wilson from Bilpin Moto Adventures.

"Ahh Clubby, harden up, son," Wilso retorted. "As your old mate Darcy always says, the rides with a little adversity are the ones you will always remember!"

Indeed, Wilso, indeed. They are the rides that get etched into your memory banks, and no matter if the chances of getting blown off a mountain were increasing exponentially with each passing hour, it wasn't going to dampen our spirits. Both Wilso and I had been itching for this trip with the crew from Tassie Devil Adventure Bikes, for Tasmania's reputation as an ADV riding paradise is renowned. So we layered up with the thermals and the wet weather gear, and half an hour later we were on-site at TDAB HQ and raring to get into it.

SHED ENVY

Little Blue Lake surely lives up to its name.

Mick Dingl and twin brothers Brad and Arron Reeve are the driving forces behind the TDAB guided tours operation. Mick's in his mid-50s and before he and his missus Therese shifted to a perfect patch of rural goodness just outside Launceston a few years ago, he was a longtime motorcycle riding instructor with HART St Ives in Sydney. Meantime Brad and Arron, who are 29, are Tassie born and bred, and Arron is married to Mick's niece Jess, and both guys live near Launceston not too far from Mick. All of them have been involved with bikes all their lives, and given that north-east Tasmania is packed with trail and adventure bike riding opportunities, it didn't take long for their collective thought processes to suggest that an adventure ride touring business was something they could all sink their teeth into.

"So we started looking into it and did all the homework, and ultimately decided to press the button on creating Tassie Devil Adventure Bikes," Mick explains.

SUZUKI

Escape
THE ORDINARY

Engineered to dominate everything from sun-drenched bitumen to rugged outback tracks, the V-STROM 1050DE is the ultimate machine for chasing horizons. Feel the surge of power as you ride, with every kilometre backed by unmatched comfort and style. **This is more than a bike – it's the freedom to escape, one epic adventure at a time.**

SUZUKI 3 YEAR WARRANTY

*Shown with optional accessories.

V-STROM 1050 DE

YOUR TICKET TO TRUE AUSTRALIAN ADVENTURE

SUZUKIMOTORCYCLES.COM.AU

V-STROM 1050 also available.

AS THE OLD SAYING GOES, IF YOU DON'T LIKE THE WEATHER IN TASSIE, GIVE IT HALF AN HOUR AND IT WILL CHANGE.

Mick parts the waters on his T7 as we head for the coast via farm tracks and gravel roads.

"It all fired up last year and we've now got a fleet of Suzuki DR650 hire bikes, and our foundation tour is a five-day run we call the Eastern Explorer, which as the name suggests covers the eastern side of Tasmania. It's all set up for riders to fly in from the mainland and ride one of our bikes, and we'll take care of the rest."

Mick's bush retreat is base camp for the tours. He's got paddocks that he can use for rider training, while there's also a brand-new shed that houses the tour operation's bikes and gear, alongside 'Ding's Bar', which is Mick's man cave pride and joy. And let's just say it's a heck of a man cave, complete with classic bikes and gear on display and even hanging from the rafters, along with a pool table, lounge area, and yes, a well-stocked bar.

The thought of racking up a few games of eight-ball and taking a few off the wood to wait out the weather did cross my mind ... but with Wilso's words to "harden up, son" ringing in my ears, we signed the indemnity forms, paid due attention to the rider's briefing, and then rode off into the abyss. A little crappy Tassie weather wasn't going to deter us.

The north-east coast of Tassie above Binalong Bay is punctuated by pristine white beaches and shimmering blue water.

BROWN'S COWS

When you live and work in a major city like Sydney, riding in Tasmania is one hell of a change of pace. Within a matter of minutes from Mick's place, we were romping along lonely back roads slicing through lush green farm paddocks as trail boss Brad steered us on a course to the north-east out of Launceston.

The plan for day one had been to head straight to Jacobs Ladder in Ben Lomond National Park, which is an eye-popping switchback-laden dirt road run up to the top of some gnarly rock formations. But the wild weather had put paid to that plan, for we surely would have been blown off the summit by the gale force winds.

"Instead we'll head to Brown's Mountain and see how the weather is there," Brad said. "It's not quite as high as Ben Lomond, so hopefully we can make it to the top."

Not surprisingly, the climb up the mountain involved dealing with a few fallen trees courtesy of the windstorms. The first we could detour around by making a path through the undergrowth on the edge of the road, but the second was a rather more substantial piece of Tasmanian hardwood. Fortunately, we could just squeeze the DRs underneath it at one side, but Mick and his T7 and Adam on his mighty Beemer had to wait it out while we scarpered up to the top for a look-see.

Now, the thing was there wasn't much to look at and see. Because the top of Brown's Mountain was fogged in and the

ROYAL ENFIELD

HIMALAYAN

BUILT BY THE HIMALAYAS.
Proven tough in the world's harshest terrain.
Trusted by 4,000+ riders across Australia
& New Zealand.

Steel tank. Metal guards. Protection as standard.
Adventure-ready, with real-world durability

THE ALL-NEW HIMALAYAN

#AllRoadsNoRoads

3 YEAR Warranty

24/7 Roadside Assistance

L LAMS Approved

AVAILABLE NOW FROM $9,190* RIDE AWAY

LEARN MORE

Trail boss Brad surely knows the northern and eastern corners of Tassie like the back of his hand.

All hands on deck to muscle the big twins across a slippery creek crossing.

So handy to have Arron and his truck and chainsaw nearby when the trail's blocked by fallen trees.

Arai
SUZUKI

Did we mention fallen trees? When you need a push, what are mates for!

When the ground's not covered in forests, chances are it's lush green paddocks like this for as far as the eye can see.

sleet was coming down sideways, hard! We tried vainly to shoot a team photo in the freezing cold but failed miserably, and we promptly climbed back on our trusty steeds and wobbled back down the mountain, with the wind threatening to blow us off the side at every hairpin turn through the massive sections of weather-beaten rocks.

Back down at lower elevations, the weather was slightly calmer and Brad then steered us in the direction of Scottsdale for the day one lunch stop. Along the way we made a pit-stop at the Sideling Lookout, where the clouds cleared long enough to give us a great view of the lush green countryside. And then it was into motard-mode to deal with the thousands of tarmac turns along the A3 highway for a while. Sweet!

DAM HARD WORK

The afternoon of day one was highlighted by a feast of forest riding and a detour to view the remains of Mount Paris Dam, which was built in 1936 to service a tin mine. The dam wall is 250 metres long and 16 metres high, and the concrete was wheelbarrowed in by workers along a narrow timber platform atop timber scaffold. Talk about bloody hard work. The dam has long since been decommissioned, but the concrete wall remains as a testament to bygone engineering when things were built with blood, sweat and tears.

Back on the bikes, it was time to make a beeline for our first overnight stop at Derby, which is the MTB capital of north-east Tasmania. But the weather devils still had one more sting in the tail for us, and less than ten kilometres from the pub, we crested the top of a rise to be hammered by a howling gale that pitched all of us over at 45 degrees and damn near sent us off the road and into the adjacent paddock fence. It was sketchy, for sure, and would have had us reaching for the Jockey tear-offs, only you didn't dare take a hand off the bars!

Rolling into the Dorset Hotel, safely tucking the bikes away for the night and then cracking that first Boag's sure felt good. Great first day, boys!

COAST WITH THE MOST

Day two and the plan was to first head out to the north-east coast in the morning, and once again the riding instantly provided

Rumbling back down Jacobs Ladder in a snowstorm was a memorable end to the ride.

YOU CAN LITERALLY JUST FLY IN WITH YOUR GEAR AND THE GUYS AT TDAB WILL TAKE CARE OF EVERYTHING FROM THERE.

us with a feast of everything. Little Blue Lake was the first highlight, the aqua blue water a calming haven just off the side of Gladstone Road.

From there it was time to clear the main jets on the mighty DRs as we looped right the way up to the north-east tip of Tassie. We eventually emerged out of the forests to be greeted by simply sublime views over the coastline at The Gardens, which is located amongst the Bay of Fires Conservation Area. And what a paradise this area is: white sandy beaches, gnarly big-boulder rock formations and crystal-clear blue water.

Mind you, the wind was still blowing like a mongrel, but the skies were clear and the whole area dished up that kind of back-to-nature calm that just makes you want to hang out and chill.

"We're not in Sydney anymore, Wilso!" I yelled out to Dave. "Mate, we've only been here five minutes, but I reckon I could stay forever," Wilso smiled.

It's adventure riding like this, to places like this, that is so good for the soul.

We spent the next hour or two cruising down the coastline, taking in the unspoilt coastal scenery, detouring through Binalong Bay, and then eventually emerged back to civilisation at the town of St Helens, where Brad led us into the car park of the Panorama Hotel for lunch looking over the water. And of course it was seafood baskets all round. And let me just say that the Tasmanian scallops were fresh.

MICK'S CREEK

Our target for the second night was the famed Pub in the Paddock at Pyengana and looking at the map, it wasn't far away. But Brad had a full afternoon in store for us as he dived into the Rever app on his phone and plotted out a feast of forest trails that ranged from mild to a little more wild by ADV standards.

"Brad and Arron know the whole area so well," Mick explained, "as they've ridden here all their lives. And they can tailor the trails to each tour group and customise the ride to suit."

Barely ten minutes after leaving St Helens, we were back in the forests and slicing through the lush green undergrowth when we reached an intersection and Brad said, "Let's go and have a look at Mick's Creek, it was a bit of fun last time ..."

There was clearly a story behind this one, and no doubt a yarn Mick had to tell when we got there.

As it turned out, Mick's Creek actually had a bite far worse than its bark. It was a bypass line across a creek where an old timber bridge had been partly washed away. It wasn't all that far across, but the cragged rock bed under the water was like trying to ride on ice.

"We were actually coming across the other way," Mick explained. "And I had the T7 almost all the way across when I tried to pop the front wheel up over those big logs on the exit. I got the front wheel up, but then as soon as the back wheel hit in the wet, it slid sideways and just spat me back into the water on my side. I landed on the rocks and half of me got soaked from head to toe down one side!"

Carving through the green farmland on the way to Ben Lomond.

Not even pouring rain could wipe the smiles from our dials.

Talk about shed envy! Mick's brand-new shed makes for an impressive base for the TDAB operation.

Ding's Bar
BOURBON
ISLE of MAN

TDAB's Suzuki DR650 hire bikes are kitted out for adventure.

This time though, Mick made it across safely as the boys spotted him and his T7. Mind you, the gold star award for 'helping ya mates' goes to Toby, who got in behind Adam to help push the big BMW across, only for Ads to dump the clutch and set loose a massive water-wheel spray that poured straight into Toby's crotch! What are mates for, right?

PRISCILLA, QUEEN OF PYENGANA

From Mick's Creek the riding was dominated by yet more great forest trails and a view of St Columba's Falls, which were fairly pumping given all the recent rain. Then we soon arrived at the famed Pub in the Paddock, which is a little slice of goodness seemingly in the middle of nowhere. And the most famous resident of the gorgeous green valley is Priscilla the pig, who calls the pub home and who doesn't mind sharing a beer with passing travellers. Seriously.

After a mighty feed, we settled in at the bar as the bench racing clicked top gear and Mick and Wilso reminisced over a million stories of growing up in the Blue Mountains west of Sydney. They've known each other forever and the war stories of who pulled the longest wheelie up Kurrajong Hill, or down the main street of Richmond, went long, long into the night. Good times!

SNAKES & LADDERS

The third and final day of our tour was set to be another cracker, starting off with more great forest riding as we trekked eastward toward the coast yet again, before looping back up into the hills and a morning smoko stop at St Marys. From there Brad kept us heading west, past the appropriately named Craggy Peaks, before we then started heading north on a massive long forest section that eventually deposited us all the way back at the foothills of Jacobs Ladder and Ben Lomond National Park.

We had a trailside lunch stop at the turn-off to Ben Lomond, and Brad kept watching the skies and checking the weather radar in the hope we'd get a break from the clouds and wind and be able to take in the spectacular view. And then we were off. I charged in front to get ahead and take photos of the guys riding up and as I reached the viewing platform, the clouds and mist kept howling past before finally dropping little white snow flakes. Yeah, it started snowing! In October. As the old saying goes, if you don't like the weather in Tassie, give it half an hour and it will change. Too true!

We laughed and smiled, snapped some photos, and then headed back down the mountain switchbacks to eventually hit the slab and take aim back to Mick's shed on the other side of Launceston to complete the ride. And let me just say the mighty cheese platter and snacks that Therese had waiting for us when we rolled back in, along with a cold beer, was the icing on the cake of a great three days in the saddle.

FIVE-DAY FEAST

Our three-day custom ride was a taster of the five-day Eastern Explorer tour that Mick, Brad and Arron have on offer at TDAB. On the five-dayer the ride treks further south down the east coast to Coles Bay, which is another coastal paradise in the Freycinet National Park.

The tour includes a Suzuki DR650 hire bike, pub-style accommodation, all meals, fuel, drinking water and the expert guidance of the TDAB team. You literally can just fly in with your gear and the guys will take care of everything from there.

For more details, tour dates and booking information, just head to the Tassie Devil Adventure Bikes website and arrange yourself a taste of Tasmania. You'll soon understand why they call it the adventure island. **AAB** **www.tdab.com.au**

BIG RED TO THE BEACH

From moonscape outback sections filled with dusty desert highways to double-track trails that wound around lush lagoons – and everything in between – the 2025 BMW Safari GS Enduro from Emerald to Airlie Beach in Queensland certainly had something for everyone.

STORY **MILES DAVIS** PHOTOGRAPHY **MOTODEVELOPMENT & BMW MOTORRAD AUSTRALIA**

If you want big kilometre days, western Queensland is the place that can deliver. The 2025 BMW Safari GS Enduro covered plenty of miles through some very vast countryside.

BETOOTA
HOTEL
OUTBACK QUEENSLAND
TONIGHT'S DINNER
PLEASE LET STAFF KNOW BY 5PM SO WE KNOW HOW MANY WE ARE CATERING FOR!

Toot toot! Time out for a spell at the famed Betoota Hotel on the way to Birdsville.

The 2025 BMW Safari GS Enduro route through southern, western and central Queensland was an interesting one for the fact that it wasn't typical, but it was very well thought out nevertheless. It was also a long one. as Most events are usually five days, but this one delivered a full week's riding over seven days, with some big-kilometre days mixed amongst it. While I had ridden around Birdsville and Longreach previously, there were many places on this route that I had never been to before, so I was really looking forward to it.

As an added dimension, huge floods six months earlier had caused extensive destruction and impacted a whopping 13 million hectares of western Queensland. So bringing the BMW Safari travelling roadshow to some of these areas puts some much-needed cash back into the local communities. In some lower lying areas, the desert was still very green with lots of colourful flowers in bloom. In fact, tractors were slashing lush green grass on our approach to Birsdville and there were lots of planes taking people on flights over Lake Eyre.

WE STOPPED AT DEON'S LOOKOUT BEFORE DROPPING INTO BETOOTA FOR LUNCH AT THE ICONIC PUB.

It wasn't all plain sailing as some sandy sections made sure everyone earned their keep.

X nexx

X.RALLY
1350 GRAMS
SIZE M

LESS
WEIGHT
MORE
PERFORMANCE

Check out the entire range
www.nexx-helmets.com.au
Produly distributed by

MOTORCYCLE MAP ADVENTURE PRODUCTS

Reaching the top of Big Red and gazing out over the Simpson Desert was a huge highlight of the ride.

Kicking off in the mining hub of Emerald, we had a good mix of regulars plus a bunch of Safari virgins, and this GS Enduro was going to really test many of them out. After all the briefings and formalities, it was a pretty early night for most as day one was set to cover over 600km!

There was almost a *Mad Max* theme for this event, as on some days it was all about the 'gasoline' and fuel range. All participants were provided with an eight-litre fuel bladder and depending on which bike they rode, it would get a regular workout throughout the week.

GORGE YOURSELF

We departed Emerald full of anticipation for the week ahead as day one of the Safari kicked into life. Our first treat was to head into Fred's Gorge, an amazing piece of geography with a narrow dirt track that wound tightly to some lookouts that you wouldn't expect just out of Emerald. The rest of the day was solid with a mix of terrain and surfaces, but mostly pretty open.

Towards the end there was an option to shortcut the last stretch of the day, which some riders were happy to take. The main route had our first sandy tracks for the week, and for the riders at the back of the group, some of it was pretty chopped up. Just what you need after you've already clocked up over 500km on the opening day! But everyone got through nicely and was happy to roll into Barcaldine. Dinner was courtesy of the local bowls club, who put on an incredible feed under the stars behind the greens.

ON TO WINDORAH

Day two started off with some bitumen and then dived off-road. Before too long we were onto interesting winding double-track with a black dirt surface that had created issues for the guys doing the final recce a few weeks earlier due to rain. Luckily, it had dried out nicely for the event, but there were remnants of dry car tyre ruts that you had to keep your an eye out for. The terrain was flat and scrubby, with the odd lagoon a real treat.

We wrapped up in Windorah and fuelled up at the servo directly opposite the pub. It was the first camping night of the week, so it was tents-up for most and then straight to the pub for a beer and another great feed. The publican had a group of Argentinian travellers who were running a great show

The workload for the MotoDevelopment support crew never stops.

Deon's Lookout is always a great place for a selfie.

Time to pitch the tents and get ready to camp.

TV personality Luke Jacobz is a BMW Safari regular.

OUR AMBITIOUS PLAN WAS TO GET THE ENTIRE GROUP UP ON TOP OF BIG RED.

and they truly looked after us. There were some nice big steel fire pits to sit around before retiring to the tents.

BIG RED IS CALLING

Absolutely epic is the only way to describe day three. The route was more open, with a real outback feel. We stopped at Deon's Lookout before dropping into Betoota for lunch at the iconic pub. Then it was another dirt highway blast to Birdsville, where our ambitious plan was to get the entire group atop Big Red, the first dune of 1100 if you fancy crossing the Simpson Desert.

A few of us headed out to Big Red first to check the conditions and if there were many other people around. We were lucky as there were only a few 4x4s, so it was looking good.

I grouped up the riders at the bottom of the sand track up to Big Red, briefed them on the plan, delivered a few tips and one by one they all gave it a crack. We had some support staff and a few customers helping the riders who got stuck halfway, and eventually we got around 50 bikes to the top! We used our Landcruiser support vehicle as a VIP shuttle to get some of the more relaxed riders to the top. Eventually there was a crowd of riders on the edge of the track cheering as riders either made it or didn't. The cries of ohhs and ahhs sounded like the crowd at a footy game!

I was one of the last to ride up and when I got to the top it was amazing to see so many bikes and people parked on the summit, admiring the spectacular view. All we had to do was get a group photo before we all headed back to Birdsville to check in and be treated to an incredible dinner at the iconic Birdsville Hotel — and maybe a few beers, too!

MAD MAX MATTERS

The fourth day turned out to have a real *Mad Max* feel. We needed big fuel range to get back to Windorah via the long way, and there wouldn't be a single fuel bowser along the route, which was a mere 530km! Needless to say, I was pretty happy to be on the big, sexy 1300 GSA for this Safari, so it was entertaining watching some of the other riders suffering range anxiety. We had a bit of a headwind to start the day, and watching the fuel decrease as the kilometres ticked over was more than a little stressful for some.

Then, without the headwind, the numbers swung back again and I rolled into Windorah with a litre or so in the tank and I didn't need to touch the bladder. These are the days when you really love

Some riders conquered Big Red a little more cleanly than others.

I BRIEFED EVERYONE WITH A PLAN ON HOW TO TACKLE BIG RED AND ONE BY ONE THEY ALL GAVE IT A CRACK.

being on a GSA — with the bladder I estimate the bike could achieve up to 700km range in these conditions.

So it was back to Windorah pub for another camp night and gourmet meal to continue the real five-star outback treatment the BMW Safari team are renowned for delivering.

SECRET SQUIRRELS

After starting with some black-top, day five soon had us onto some 'secret' tracks that wound through great adventure riding terrain. There were plenty of roos about, and some were better at dodging bikes than others, unfortunately.

We wound our way to the pub at Stonehenge for a lunch break and then rode some more great tracks to Longreach. It's a shame we didn't have more time to check out some of the local attractions at Longy, like the Stockman's Hall of Fame and the Qantas Museum, but hopefully this motivates some to come back and spend a bit more time.

Our dinner was next level, located on the banks of a river on lush green lawns, as we were fed beef brisket that was slow-cooked in front of us. The feed was another great tip from local moto identity Rod Faggotter.

So far, the week had been outstanding despite some challenging conditions for some at times and spirits were high. In fact, we couldn't believe we were being treated to such great tucker on a daily basis.

SIX OF THE BEST

Come day six and we were starting our trek towards the coast, leaving the classic outback terrain behind us and riding more undulating bush dirt roads, which was a nice change.

Highlights for the day included the single fuel pump at Muttaburra,

Going, going, going ...

Gone! At least the landing is soft!

Kriega®

RACK & RACKLESS
LIGHTWEIGHT ADVETURE LUGGAGE

EQUIPMENT ILLUSTRATED:
OS-BASE BMW GS suits R80GS to R1300GS models (F900 GS requires rear rack)
OS-12 ADVENTURE PACK x2

KRIEGA.COM.AU
#KRIEGAAUSTRALIA

JUNDAH
STONEHENGE HOTEL
STONEHENG
FREE

Taking time out for one off the wood at the pub at Stonehenge.

Crack a smile if you're having a good time! You bet we are!

Happy smiling faces everywhere you go on the Safari Enduro.

GE HOTEL
SAVE
WATER
DRINK
BEER
In Wine is Wisdom
In Beer there is freedom
In Water is Bacteria
Hot Dog $6
Loaded Hot Dog @ Chips $15

Steve Harris signs out for another big day in the saddle on safari.

GIRLS JUST WANT TO HAVE FUN

After the event we caught up with two female participants to get their impressions of the 2025 BMW Safari GS Enduro:

CHRISTEL LUCAS: In 2022 and with zero off-road experience, I threw myself in the deep end with my BMW F 650 GS and signed up for my first GS Safari in Tasmania. The staff and riders welcomed me like family, building step-by-step my off-road skills and experience. I was instantly hooked and signed up the following year for my second GS Safari in the Victorian High Country. That ride was unforgettable: the routes were beautifully planned, the scenery was breathtaking, and the camaraderie among riders made the experience truly special.

It wasn't long before the legendary BMW Safari Enduro started coming up in conversations. It promised to be longer, tougher and with a touch of camping adventure. My Safari friends told me I had to give it a go. This time, I convinced my husband to join me with his F 900 GS.

The 2025 Enduro, from Emerald to Airlie Beach via Big Red, was everything we hoped for. The routes took us deep into remote country, all seamlessly organised by the BMW Safari crew, who had our backs every step of the way. We met incredible locals, discovered places we'd never reach on our own, and enjoyed that mix of adventure and support that makes these events so special.

Then came Big Red: a moment I'd been both nervous and excited for. At the base, Miles Davis gave a group briefing and tips. Fellow riders cheered, crew kept the zone clear, and together they stood ready to help anyone who needed it. Somehow, my husband and I both made it to the top! The feeling was unreal and it's something we'll talk about for years to come. We are now counting the days until the next BMW GS Safari Enduro.

KERI-ANNE THURLEY: My second BMW GS Safari Enduro was nothing short of unforgettable. Over the years I've completed two GS Safaris and five GS Off-Road Tours, but the Enduro Safari rides always steal my heart. This time we had seven days exploring remote corners of Australia. I often ride alone, just me and my BMW R 1250 GS, and for me it's about pure freedom. It feels like a solo adventure, yet the reassurance of the BMW Safari support team being just minutes away adds a safety net. This allows me to ride with confidence and really enjoy the experience.

This year's highlight? Tackling the legendary Big Red sand dune near Birdsville. For many riders, just climbing this iconic sand dune on a dirt bike is a challenge, but on a 1250 GS, was that even possible? With the Safari staff ready for support, we watched a demo to prove it could be done. My turn came, and while my ascent was far from perfect, I made it to the top!

Reaching the summit of Big Red on a machine built for adventure touring, not dunes, was a true bucket-list moment. Standing there, sand beneath my boots and my GS beside me, I felt a mix of disbelief and triumph. Sharing the view and the victory with friends at the top was the icing on the cake.

For me, the BMW Enduro is more than just riding. It's the balance of solitude, camaraderie, and of course the raw thrill of adventure.

The sun sets on another epic BMW Safari GS Enduro. Next year's run will head from Uluru to Adelaide.

THE SAFARI FIRST-TIMERS WERE BLOWN AWAY WITH THEIR WEEK, THE RIDING, THE ORGANISATION AND THE WHOLE SAFARI EXPERIENCE.

which we all managed very well, and then a pit stop at Lake Dunn, which is a large lake not far from Aramac.

Today's destination was Belyando Crossing Roadhouse on the Gregory Development Road, which would be our last camp night for the trip. Again, the food was top-notch and plentiful, as the owners certainly took pride in exceeding our expectations.

SEVENTH HEAVEN

Day seven was a fitting finale to wrap up an incredible week. There were some more great gravel roads, some open, some tighter and more hilly. The anticipation of arriving at the coast was a bit of a trip after the previous week of dusty outback conditions.

We hit the bitchy and cruised into the civilisation of Bowen, where some of us took the detour up to Flagstaff Hill lookout to really appreciate the ocean views. After a short spin on the beach (just because!), we stopped at the local carwash to give the bikes a tub before the short highway spin south where we rolled into our final destination of Airlie Beach.

Vibes were high at the event's official farewell function at a restaurant by the beach. As with all Safari events, many new friendships were made over the course of the week. The Safari first-timers were blown away with their week, the riding, the organisation and the whole Safari experience. There was plenty of positive feedback and discussions about upcoming events, while details of the 2026 BMW Safari GS Enduro were announced: Uluru to Adelaide will be the route, which was popularly received by the crowd.

For me, after doing around 40 BMW Safari events over the years, this was one of my real favourites. The route and the people made it an amazing experience that truly celebrated the BMW GS spirit. **AAB**

After a week of desert dust, it sure was sweet to finally see the ocean at Airlie Beach.

THANKS, ROD!

We were very lucky to have some route assistance from the local legend and five-time Dakar Rally racer Rod Faggotter, who's from Longreach and knows western Queensland like nobody else. BMW Safari organiser Chris Urquhart and Rod go back to their junior MX racing days, and like always in life, it's all about who you know so much of the time, right! Rod might have plenty of blue blood flowing through his veins, but more than anything he loves motorcycles and he loves showcasing his local area and the feast of adventure riding it offers. So we were all very thankful to Rod for making sure the GS Enduro route covered some of the 'locals only' gems.

DRYBAGS

VERSATILE & WATERPROOF BAGS FOR ALL ADVENTURES.

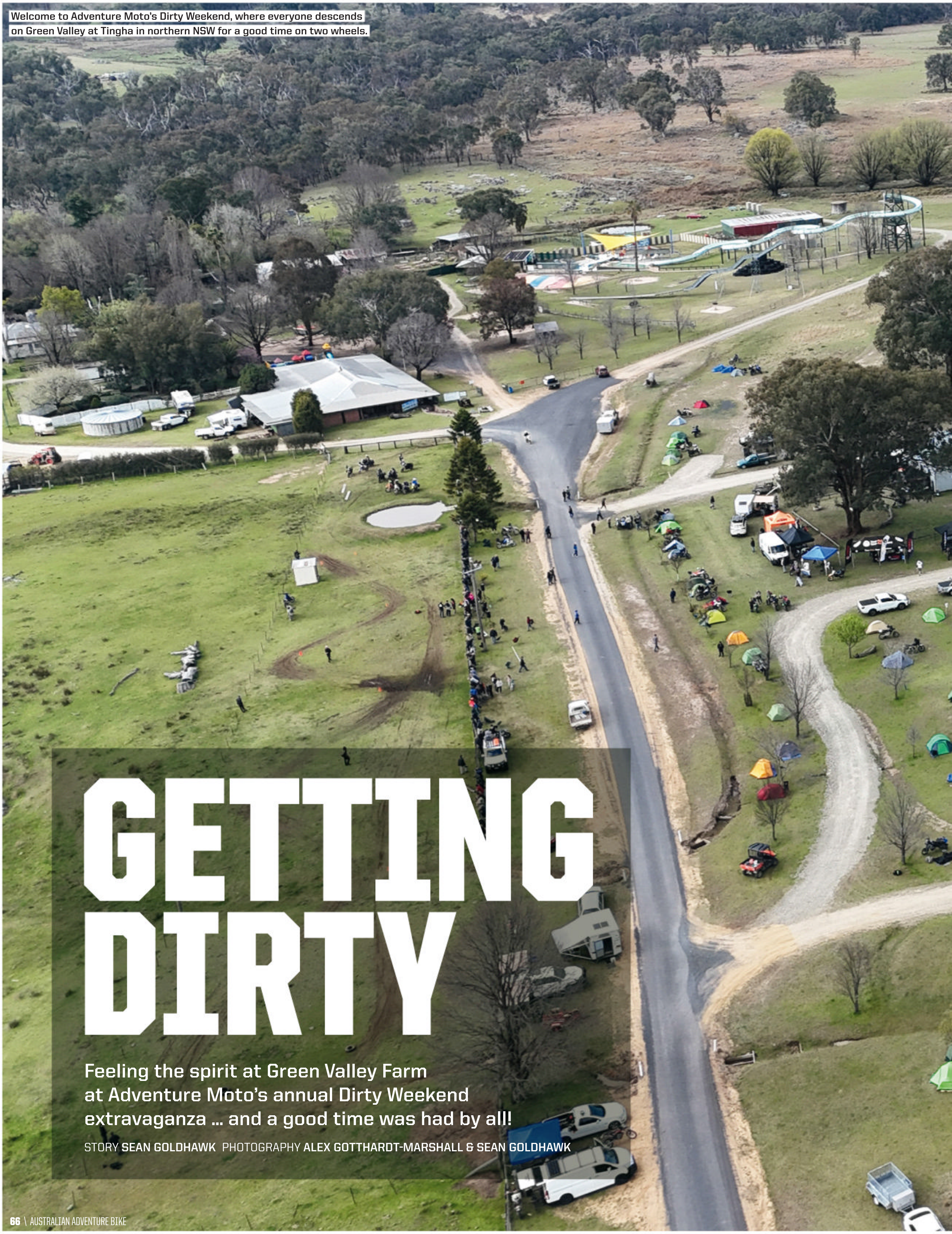
SW-MOTECH Drybags deliver reliable waterproof protection for every adventure. Constructed from heavy-duty 500D polyester with a double-sided coating, these bags are designed to withstand harsh weather, dust, and rough conditions. Drybags are modular and stackable allowing seamless combinations. Available in multiple sizes.

Everything you need to know about Drybags.

Scan Code

Distributed by Australia's House of Powersports, A1 Accessory Imports.
Visit **www.houseofpowersports.com.au** for more information.

SW-MOTECH®



Welcome to Adventure Moto's Dirty Weekend, where everyone descends on Green Valley at Tingha in northern NSW for a good time on two wheels.

GETTING DIRTY

Feeling the spirit at Green Valley Farm at Adventure Moto's annual Dirty Weekend extravaganza … and a good time was had by all!

STORY **SEAN GOLDHAWK** PHOTOGRAPHY **ALEX GOTTHARDT-MARSHALL & SEAN GOLDHAWK**

Pre-event rains made the ride to Green Valley Farm one to remember.

"Let's ride up to the Dirty Weekend, it will be awesome!" offers AAB's Mitch Newell. I wasn't thinking how awesome it was when 10° and non-stop rain kicked off the ride, filling my boots with water before we had even made the Wisemans Ferry meeting point. And the gardening gloves I was running fell some way short of ADV-spec …

But the Dirty Weekend got better from then. A lot better. We rode a pair of MY25 Ténéré 700s and were joined by KLIM's international sales manager, Will Bozung, on a BMW R 1300 GS and Kiwi Steve Gillies from tour company Ultimate Adventure Moto NZ on the new KTM 390 Adventure R. Small, medium and large adventure bikes covered.

The route north from Sydney was set by new tour company Vagabond's Jackson Manteit and Max Smith, and it took us from Wisemans to Nundle on day one via an iconic ADV route including Brokenback, Bowmans Creek and Crawney Pass. The rain never let up, but on the plus side, the wet gravel roads offered amazing grip. Spirits were high that night at the Peel Inn at Nundle, buoyed by the sunny weekend forecast. Mind you, my boots stayed wet all weekend. But that was down to deep water crossings rather than the weather.

Day two from Nundle to the Dirty Weekend venue at Green Valley Farm just outside Tingha, near Inverell, was a fun high-speed blast along scenic dirt roads, stopping for lunch at the Alternate Root at Uralla with the Adventure Moto crew.

ALL THAT'S GREEN IS GOLDEN

Green Valley Farm is an awesome location for the 300-strong gathering of ADV riders, with camping and a number of cabins available to book. The Stewart family, who own Green Valley Farm, kept the masses well fed and the bar well stocked. And when you're not talking about, or riding, adventure bikes, you can always visit Green Valley's zoo or have a go on the farm's mechanical fun fair rides of yesteryear.

FEEL THE SPIRIT

There's nothing like a serve of community ADV spirit, and this really hit home on Saturday's enduro loop. Some 19 unsuspecting, and quite possibly hungover, riders lined up at 8am for a morning ride around technical trails seeking a challenge. The plan was to get back to the farm for the gymkhana at 2pm. But with Thursday's deluge, the trails proved tricky with three water crossings featuring decent-sized boulders ready to catch you out, muddy paddocks where line selection was critical and the odd rocky hillclimb.

Lead rider Mick Stewart from Green Valley Farm powered across private farmland on his trusty XR600 — the sort of terrain only accessible by locals. Big twin riders weren't the only ones who found the going tough. But the mateship was strong and riders waded in to help others through the water crossings and dug each other out of bogs. Big respect to riders like Jason Dando, who piloted his KTM 990, and Matt Wilson, who was riding his 1996 XTZ660 Ténéré for the first time since buying it for $1,400 and fixing the duff carby.

Jason drowned the big Kato on the first river crossing and then had a puncture moments later. Meantime, Brad Mackney drowned his BMW G 650X, while a Rieju two-stroke fouled a plug. It's always the tough rides that are most memorable, because no-one ever told an interesting story about a ride where everything goes to plan.

Plenty of trade displays and tour operators were showing off their wares.

SCAN ME!
YAMALUBE
YAMAHA
RS4GP
10W-40 FULLY SYNTHETIC
HIGH PERFORMANCE
4 STROKE OIL
1L

YAMAHA
Revs Your Heart

THE OIL IN YOUR MOTORCYCLE IS AS IMPORTANT AS THE BLOOD WITHIN YOUR BODY. Used globally by Yamaha Factory Racing teams, **Yamalube** is a another **genuine component** directly from our engine builders.

Overseas unit model shown, not available in Australia.

YAMALUBE®

A Liquid Engine Component

SHOPYAMAHA

Saturday's enduro loop ride gave participants a little more than they bargained for!

KLIM International sales manager Will Bozung was forced to take some evasive action on this causeway and kept it upright.

Creature from the black lagoon? No, just a DR-Z rider copping a faceful of Green Valley Farm slop!

Gymkhana action on three wheels.

Llewellyn Pavey and MC Mitch Newell worked hard to keep the crowds entertained and educated.

Melissa Wallace was one of many big winners, scoring a tour with Steve Gillies' Ultimate Adventure Moto NZ operation.

Plenty of time for campfire yarns each day once the riding was done.

After all the action of the enduro loop, that first beer sure tasted good!

The enduro loopers were running behind schedule when they reached Bundarra for fuel and the Commercial Hotel where pre-ordered meals arrived to save time. The second half of the ride was more flowing but still with plenty of trail debris to keep riders alert. The group rolled back to the farm at 3pm ready for refreshment and armed with some great yarns for the fireside.

THE FUN OF THE FAIR

In the meantime, other Dirty Weekenders opted for a self-guided adventure ride, while those who stayed at the farm could book a mini-class with Dakar rider, content creator and dirtbike instructor Llewellyn Pavey. Having learned the ropes from his dad and Dakar legend Simon Pavey, Llel can communicate dirtbike riding essentials as well as anyone.

The annual gymkhana was also on the schedule and kicked off with plenty of classes and prizes up for grabs. To keep it simple, this year's event consisted of a short, timed course across grass that was wet in places for added jeopardy. It's a fun event geared for crowd entertainment more than winning, as demonstrated by two legends who took on the masses by running on three wheels in a Ural sidecar outfit.

Punters could take the opportunity to visit trade stands from the likes of Moto Explorer, where Dave O'Rourke gave a talk about setting up DMD Navigation devices. Tour companies were well represented including RideADV, Ultimate Adventure Moto NZ, Roaming Horizons, Otway Adventures and Vagabond. Free tours were given away worth up to $6,000 to ensure the Saturday night prize giving was well attended. In fact, with the input from organisers Adventure Moto, along with supporters like the tour companies, KLIM, MXstore and ADV Engineering, more than $30,000 worth of prizes was up for grabs.

BRAKE CHECK!

Llewellyn 'Llel' Sullivan-Pavey is a content creator, photographer, Dakar Rally finisher and entertaining communicator who kept The Dirty Weekenders captivated with a stack of stories of a lifetime spent riding motorcycles. But it was the stories about his survival of the 2015 Dakar Rally that had most folk on the edge of their seats.

Llel is the driving force behind the motorcycle adventure-focused *Brake Magazine* website and YouTube channel and he has a swag of incredible yarns about the 10,000km South American Dakar event. Temperatures during the race ranged from plus 52 degrees to minus 13. He suffered dehydration so badly he could no longer sweat and was put on a drip, as were many others in the unbearable heat. In a race where the TV crews focus on the few factory riders who are out to win, there are many more privateers like Llel whose goal is simply to finish. And he did finish, with his dad Simon, making the pair the first father and son to complete a Dakar.

The opportunity to race Dakar came from Dakar regular dad Simon Pavey, who competed in 10 and finished eight events – an Aussie record. For the books, despite his Welsh connections, Llel is 100 per cent Aussie, born in Sutherland shire to two Aussie parents. He proudly wore the flag on his shirt at Dakar. Llel's mental toughness is inherited from his dad, but the motivation to finish Dakar is all Llel. He has a fascination with extreme endurance events including ultra-marathon running and is drawn to stories like the bloke who swum around the UK. After 37 jellyfish stings and a rotting tongue due to the salt water, Ross Edgley completed the 157-day swim and became the first to circumnavigate the whole of Great Britain. Mental fortitude like this inspires Llel.

"The Dakar is easily the biggest achievement of my life. The race is truly insane," he proclaims. "I was so focused on finishing it's not true. It was like an obsession and nothing was going to stop me getting that finisher's medal."

How hard is Dakar? Llel tells a story of his dad, who endured one of the toughest stages ever set: over 700km of sand dunes in the West Sahara. It took Simon 17 hours, which for those who have never ridden dunes is a superhuman effort.

Llel and Si have the kind of relationship most fathers and sons would dream of. They are best mates, a friendship moulded by overcoming adversity. When Llel's KTM450 Rally broke down, Si was there to tow him to the bivouac. Llel has kept that bike along with his finisher's medal, but it needed a full restoration. Not due to the rigours of the race as such, more down to the president of Bolivia who insisted on starting a race stage on the world-famous salt flats, which completely destroyed the bike's motor and electrics.

We only skimmed the top of the many epic yarns to come from Llel's Dakar experience, but there is more to this UK-based 34-year-old bike reviewer and story-teller than one event. His online *Brake Magazine* is one of the most well-regarded out there and he has a gift for communication, as the Dirty Weekenders discovered. Not bad for a bloke who did not gel with school, he's informative, witty, engaging and funny. And also now engaged to Lucy, as announced at the Dirty Weekend! He's seen more of the world from behind bars than most of us ever will and is clearly passionate about adventure.

So what does Llel think of us Aussie ADV riders?

"You know what blew me away?" he ponders. "It was the speed you guys ride at. As soon as you see a dirt road the speed goes up to 140 clicks … it's mad!"

Truth be told, we're probably all just trying to impress you, Llel!

When Llel Sullivan-Pavey talks riding tips, it pays to listen.

SH38X

THE MOST COMPACT EXPANDABLE PANNIERS

SHAD

ENGINEERED FOR RIDING

international reddot design award

SH38X EXPANDABLE
SHAD

ALLOY
$1149

SH38X EXPANDABLE
SHAD

CARBON
$999

+40% EXPANDED | 10 kg | 4P SYSTEM | 3P SYSTEM

FITTING KITS FROM $199

ACCESSORIES

INNER MESH

HELMET INSIDE

BACK

INNER BAG (Optional)

Moto National
MNA ACCESSORIES
www.motonational.com.au

facebook.com/motonational

www.shadaustralia.com.au

Josh Evans and Will Bozung are all smiles after a mighty fine day in the saddle.

All hands on deck to get the big bikes through the slop. And what are mates for!

With so many brands and companies in competition with each other, you'd be forgiven for thinking there would be ill will in the air, but this is not the case at the Dirty Weekend. As organiser Steve Smith from Adventure Moto says: "We are building a community here, this isn't about us making money. We want to give back to the guys that support us by running a fun event."

All trade staff are adventure riders first with a real passion for the ADV community. Along with the paying punters, they understand the value of community spirit. The Dirty Weekend is the type of event where you arrive on your own and you leave with mates.

The campfire was a roaring success, with a digger used to load dried-out tree stumps to keep the blaze burning into the night as live music built the vibe. The fire pits certainly played a big part in the event's social scene: just rock up and start talking to whoever, as everyone there was interested and welcoming. New riding buddies were made, fresh routes discussed, bike setups considered and the day's incidents laughed over.

HOME, JAMES

On Sunday I hooked up with Mitch, who just so happened to be the MC for the event, and MXstore content creator Guy Streeter to ride the ADV route back to Sydney the way we came. That meant compressing a two-day ride into a single day of around 700km. Fortunately we were all on Ténéré 700s, which have to be one of the best choices for covering a mixture of dirt and tar when time is tight.

We left the farm at 8am, chose only to stop for fuel, one photo at Bowmans Creek Road, a quick lunch at Singleton, a drink at Wollombi, and collected a kangaroo on Murray's Run as we headed for Kulnura. We rolled into Sydney at 6pm on the dot.

Yes, we were dirty, but after a mighty weekend, you bet we were happy! **AAB**

WINNERS ARE GRINNERS

- **1st place Gymkhana: $500 KLIM voucher:** Troy Nelson
- **2nd place Late Entry Gymkhana: $250 Tyres4Bikes voucher:** Mick from Green Valley Farm gave his prize to Jason Dando.
- **3rd place Women's Gymkhana: $150 ADVWorx voucher:** Debbie Inglis
- **1st place Single Cylinder Gymkhana: $500 KLIM voucher:** Andrew Sharp
- **2nd place Single Cylinder Gymkhana: $250 Tyres4Bikes voucher:** Yeoin Horridge
- **3rd place Single Cylinder Gymkhana: $150 ADVWorx voucher:** Wayne Young
- **3rd place Twin Cylinder Gymkhana: $150 ADVWorx voucher:** Lindsay MacLeay
- **2nd place Twin Cylinder Gymkhana: $250 Tyres4Bikes voucher:** Craig Poeschl
- **1st place Twin Cylinder Gymkhana: $500 KLIM voucher:** Lars Eiritz
- **Ride ADV Bridge to Bridge tour:** John McNamara
- **Otway Adventures Glamping tour:** Jesse Wilson
- **Vagabond Moto Big Bore Ride tour:** Greg Wyeth
- **Roaming Horizons Himalayan tour:** Mitch McLeod
- **Roaming Horizons Cliffhanger tour:** Rob Drennan
- **Ultimate Adventure Moto NZ tour:** Melissa Wallace
- **Explorer DMD Navigation device:** Sam Saliva
- **MX Store/Ballard's Tool-Kits:** Stephen Dunn, Jason Smith & Dan Kefalas
- **MX Store $250 Vouchers:** Peter Woodcroft, Darrel Bird & Chris Goonan
- **ADV Engineering T7 parts:** Steve Morfett
- **Monza Imports Chigee Smart System:** Daniel Reid

OXFORD
LUGGAGE
ATLAS
ATLAS
ATLAS
ATLAS B-8
OXFORD
ATLAS
OXFORD

WATERPROOF CONSTRUCTION

Features Internal waterproof compartments, water resistant outer pockets and wipe clean Hypalon® fabric in main wheel spray zones.

LIFETIME GUARANTEE

We are so confident in the quality of ATLAS modular luggage, that we guarantee it against faulty materials or manufacture for life.

MODULAR SYSTEM

If you need to expand or contract your carrying capacity, you can quickly add or subtract any and every bag in the range.

TEAM SPIRIT

80 riders from 20 countries line up with their bikes before the start of the CFMOTO MT Challenge Global final. The event took a massive amount of planning and logistics, and CFMOTO pulled it off with aplomb.

Riding blindfolded or one-handed, or hurling bikes over logs or riding across seesaws might sound like the drunken shenanigans of a wild buck's party weekend away. But at the CFMOTO MT Challenge Global, such goings-on were very serious business ... may the best nation win!

STORY **DAVE DARCY** PHOTOGRAPHY **COURTESY CFMOTO**

Right then, let's get straight into the bike-pushing challenge! Ryan, John and Tim do all the heavy lifting while the Darcinator scouts the course.

It's always a great feeling when you get home from a ride absolutely pumped. To put too fine a point on it, I actually felt like I'd been shot up the backside with a rainbow — seriously!

So what was this rip-roaring ride? It was actually an event. A competitive event and one that was well out of the ordinary. It was the CFMOTO MT Challenge Global final, which pitted no less than 20 international teams against each other for world honours. It happened in Australia and everyone was riding identical CFMOTO 800MT-X bikes.And how's this? I got to represent Australia in this contest that featured a mix of motorcycle gymkhana-style events and enduro timed stages run over two days. It was a landmark celebration of adventure riding, camaraderie and good old-fashioned competition.

TEAM AUSTRALIA

Just a couple of weeks earlier, an email landed on my desk. It was a personal invitation to represent Australia. Geez, I thought, I'm not worthy! Then again, maybe they just needed a token pensioner in the green and gold.

It wasn't until the night before the event that I discovered I actually had teammates. But apart from John Hudson, the names didn't ring a bell.

I knew John as the brains behind major adventure and rally events like the APC Rally, the kind that push off-road endurance riding to its limits. He's also raced the Australian Safari and Australian Off-Road Rally Championship and holds records for point-to-point crossings of Australia. Basically, the bloke's an engine with legs. I reached out to John and proclaimed: "Welcome, teammate!" But he was just as surprised as I was. So I asked: "Do you know this Tim Coleman?" He shot back: "Mate, he's an extreme enduro champion!" "Great," I said. "He can do all the heavy lifting." And with that we laughed.

A quick dive into Dr. Google confirmed it: 'Tim Coleman is one of Australia's most naturally gifted hard-enduro riders: a master of balance, throttle and sheer determination. Known for his trials background and gravity-defying control, Tim turns near-impossible climbs into an art form. He's represented Australia six times in the prestigious Trial des Nations, and in 2020 he took gold at the Wildwood Rock Extreme Enduro, a massive milestone in his career.'

Okay, I thought. So we've got a desert racer, a pensioner and a hard enduro wizard. Who's the fourth?

Team Australia before the off. From left to right: Ryan Dodson, John Hudson, Dave Darcy, CFMOTO Australia execs Matt Reilly and Michael Poynton, and Tim Coleman.

AIROH®

COMMANDER 2

TAKE THE LEAD

AIROH
AEFR EMERGENCY ONLY

ASN
AIROH SLIDING NET SYSTEM

AEFR
EMERGENCY ONLY

COMMUNICATION
SYSTEM READY

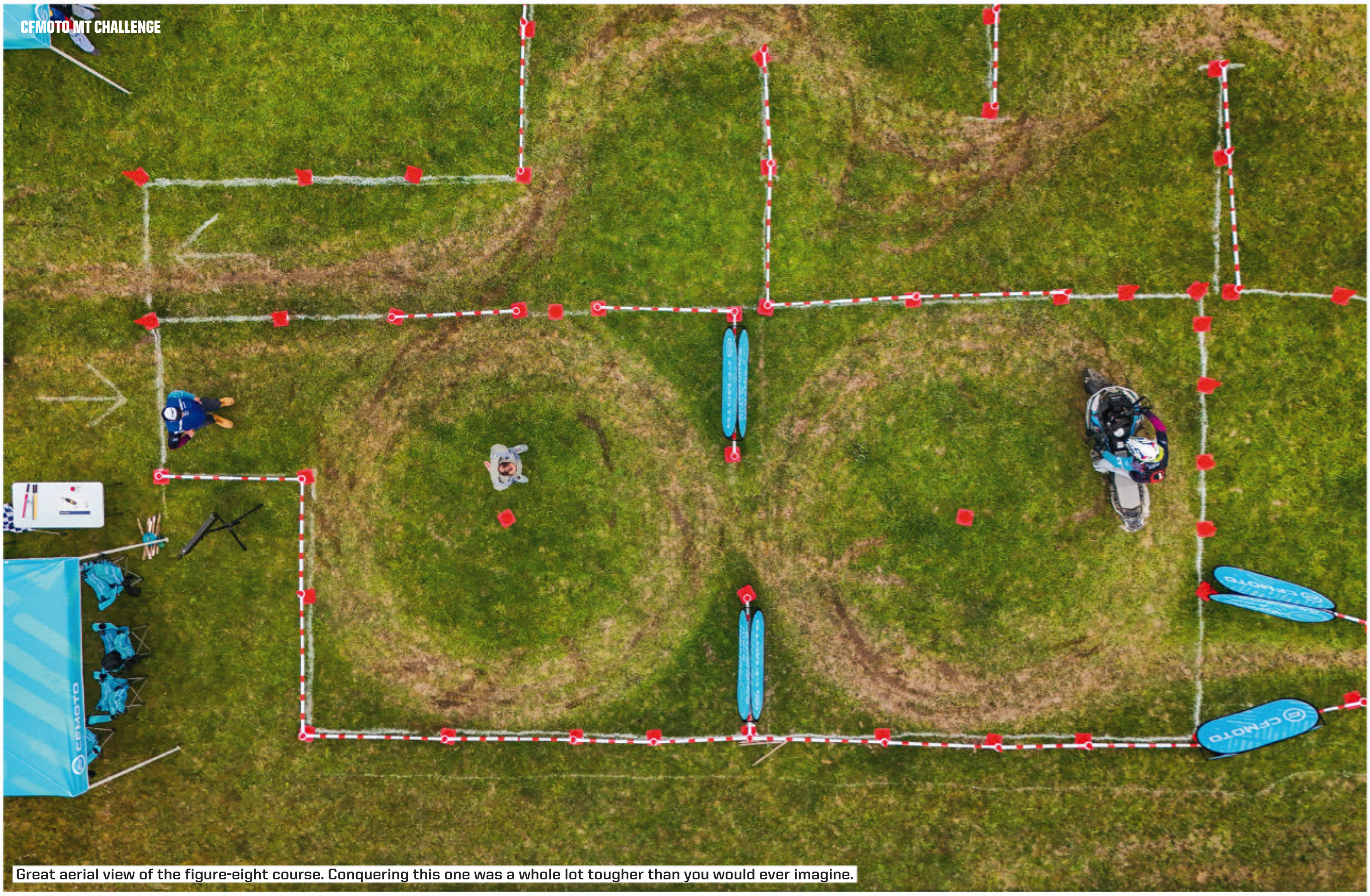
FROM **RRP $749.95**

- DD Ring
- Extra Wide Vision
- A3S (AIROH Automatic Antifog System) Lock System
- Scratch resistant, UV resistant Visor
- Coolmax® Superior Performance Technical Textiles
- Removable and Washable Liner
- Stop wind Included
- Pinlock 120 XLT Included
- ECE 2206 approved
- Composite Carbon
- WEIGHT From 1440 g ±50 g
- 3 SHELLS:
  1°XS–S 2°M–L 3°XL–XXL–XXXL

MNA Moto National ACCESSORIES

www.airoh.motonational.com.au

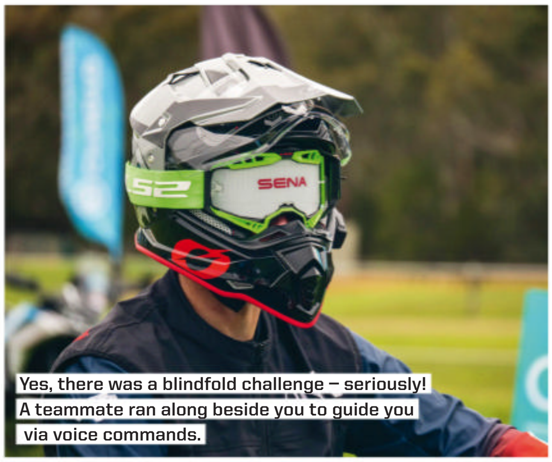
facebook.com/motonational



Great aerial view of the figure-eight course. Conquering this one was a whole lot tougher than you would ever imagine.

TIM HAD THAT CRAZY GLINT IN HIS EYE ONLY AN EXTREME ENDURO RIDER GETS BEFORE DOING SOMETHING RIDICULOUS.

Miss Mexico sets sail off the side of the hay-bale challenge. She wasn't the only one to do so!



Yes, there was a blindfold challenge – seriously! A teammate ran along beside you to guide you via voice commands.

That would be Ryan Dodson, owner of King Parrot Cottages and Event Centre in the Otways and founder of the new Otway Adventure Motorcycles tour company. John filled me in: "Ryan's a handy rider, I rode with him a couple of months back."

"Perfect," I said. "An entrepreneur! That's what every team needs."

What a line-up.

NERVE CENTRE

We duly arrived at the classy Yarra Valley Golf Club north-east of Melbourne, our base for the next couple of days. The international flavour of the event smacked us square in the face as we stepped into the foyer, as a mix of excited voices bounced around the room in every accent imaginable. Many of the riders from the 20 countries were proudly decked out in jerseys splashed with their national colours.

First job of the day: fitting Senas to our helmets. They would be crucial once the team events started. Then, all 80 of us were bundled into tour buses and whisked off to the Base Camp venue to walk the course and get demonstrations of the stages and competition areas.

We stepped off the bus and were immediately gobsmacked. Spread before us was about a quarter-acre of brand-new CFMOTO 800MT-Xs, lined up like an army, all fitted with crash bars, bar risers and aluminium handguards. From that moment, it was crystal clear that the planning behind this event was absolutely next level.

We walked the course while organisers gave detailed briefings, and for most of the challenges, a rider demonstrated what was expected. It didn't take long to realise that the draw order would matter, especially for some of the nastier stages. Take the mud hole track, for instance: I took one look and predicted it'd be over knee-deep by the time the last riders got through.

Then came the draw for starting honours. And Team Australia promptly snared position 18 out of 20. And what would our final challenge of the day be? You guessed it: that bloody mud hole.

SCAN ME
800 MT-X
3 YEAR WARRANTY

Leave No Place unXplored

Adventure isn't found on a map—it's discovered in the grit of the unknown and the thrill of forging your own path.

$15,990
RIDE AWAY

Wherever your journey takes you, the CFMOTO 800MT-X gives you the freedom to go further, climb higher, and conquer the uncharted.

So pack your curiosity, unleash your spirit, and embrace the freedom to ***Leave No Place unXplored.***

*Ride away price is calculated, allowing for 12 months of registration. To confirm your area's ride-away price and registration term, please contact your local CFMOTO motorcycle dealer. Full model specifications, pricing and range can be viewed at **www.cfmoto.com.au**

CFMOTO

The beautiful Yarra Valley offered an ideal setting for the event.

> I HIT THE MUD HOLE WITH PACE BUT GOT TRAPPED IN A RUT THAT PULLED ME OFF COURSE. I STOPPED AND TRIED TO MUSCLE IT OUT, BUT IT WAS NO GO.

PRIDE ON THE LINE

It all got very real at the opening ceremony the next day. There's something very special about representing your country and holding your national flag high. You could see it in everyone's faces: pride, excitement and maybe just a hint of 'What the hell have we signed up for?' The event had an infectious energy as the group photo was taken, as riders from 20 countries grinned like school kids on a field trip.

Then it was on like Donkey Kong.

Our first challenge was a team event: push a disabled bike up a hill and through a rock garden. No points for guessing who got nominated to ride the 'disabled' bike. Tim was riding it faster than we could push it! Strategy, it turns out, was going to be just as important as skill over the coming days.

Tim Coleman and Berni were proud to fly the Aussie flag.

Next up was a timed slippery forest run capped with a steep hill climb. We wore wristbands that had to be scanned at the start and finish tables of each section, all very official stuff. This was the first time our team had actually ridden together. The mud was as slippery as a dead dingo's donger and we were on standard tyres, so it was going to be interesting. Luckily, ever-prepared John had packed a tyre gauge and we managed to drop our pressures from 26psi to around 18. The Czech team spotted what we were doing and copied us immediately. No flies on them.

The goal was simple: no one drops it, and try to keep up the pace. I was tail gunner, and when we hit the hillclimb my bike was singing. The other three had backed off because a very pedestrian kangaroo had decided to join the course, and I came close to rear-ending them.

The checkpoint finish was chaos. Three bikes jammed around the scan table, everyone yelling, engines revving. I just dropped my bike and ran. If I'd faffed around turning it off and putting down the sidestand I'd have lost another three seconds! The bikes were fitted with alloy handguards and crash bars, so I took a calculated risk that nothing would break. Judging by the number of spectacular crashes around the course, my drop was small fish.

GOING SLOW TO GO FAST

The next event was all about slow control: tight figure-eights and a tennis-ball challenge where you can't touch the throttle, relying only on clutch control as you pick up tennis balls and toss them into a bucket. I made a complete hash of it. My figure-eight was sloppy, my throwing arm hopeless, and I was quietly bashing myself up for letting the team down.

A few teams, meantime, were deadly serious about the competition. One western

One female entrant lined up for the event, from Mexico.

And you thought seesaws were just for kids, hah! Judging your speed just right was crucial.

European rider blamed his clutch for his poor tennis ball performance. Without missing a beat, the Aussie referee shot back: "Mate, you just don't know how to use the clutch!"

Welcome to Australia, mate!

SEESAW SUFFERING

Our slow-control results were nothing to write home about, but the next challenge lifted our spirits: a timed steeplechase that featured a grass-track course filled with a seesaw, tight turns, log jumps and a sandpit. It was scored on the fastest rider's time, and John, ever the realist, breathed a sigh of relief: "Well, Tim can carry us on this one. We can sit back and relax." Tim's eyes lit up and he barked: "I can jump that seesaw!"

He walked over to check it out, then confidently predicted: "Yep, I'm going to jump it." He had that crazy glint only an extreme enduro rider gets before doing something ridiculous.

Sure enough, he launched off the end of the seesaw and must have been two metres in the air. Carrying heaps of speed into the first corner, he cracked the throttle ... and boom! A classic high-side and one huge get-off! Our hearts sank.

Amazingly, Tim dusted himself off, picked up the bike like nothing happened, and clocked a time just one second faster than mine. If I'd had a crash like that, I'd still be under the tree.

Sloppy mud holes brought many riders undone on the MT-X's standard tyres.

Now that's the way to conquer the hay bale challenge.

The greasy grass-track courses brought plenty of riders unstuck. And if your bike went outside the tapes, you were further penalised.

THE FINAL SPECIAL TEST WAS A COMBINATION OF ALL THREE TIMED STAGES RUN BACK-TO-BACK AT BASE CAMP.

Now it was up to the rest of us to carry the team. Ryan pulled a solid time, and despite our faux pas, somehow the only saving grace was that the bikes stayed on course, so no penalty.

MAKING HAY & PACKING MUD

The next timed track looked a little more like home, with two proper obstacles: an off-camber drop into a tight right-hander and a hay-bale ramp following a sharp left. But both were tricky and catching riders out left, right and centre.

It was a team event again, with combined times. We were tracking well until Ryan hit the top of the hay-bale ramp. His front tyre drifted off and halfway down he was free-falling. I knew what was coming. Boom! It wasn't pretty. I've no idea how he survived that without injury, or how the bike did. WTF! These things are bulletproof.

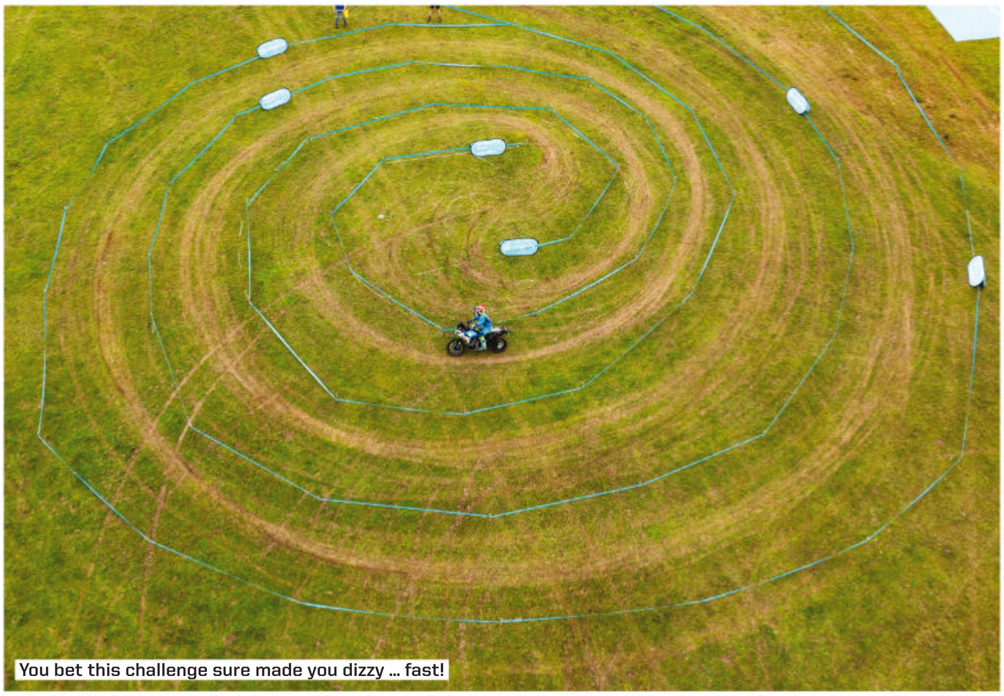
We redeemed ourselves in the motocross stage, then came the final challenge for the day: those bloody mud holes. It was a team event, and every rider's time counted. I was the last rider for the day. A crowd had gathered, and wouldn't you know it, that second mud hole got me.

I had to rely on an official to get me unstuck. Consequently, our combined time blew out and I was gutted. I'd let the team down again. By the time I got moving, the damage was done.

A NEW DAY DAWNS

Day two offered a fresh start and it was a whole lot better for the green and gold. It kicked off with a spectacular trail ride through some of Victoria's finest tracks, mixed with two timed tests and a log challenge. The first time trial was dusty, and with groups starting together, the rear

The Aussie lads put their shoulders into it and take on the log-lift challenge.


You bet this challenge sure made you dizzy … fast!

riders were practically blind. It was timed on the slowest rider, which meant chaos every time someone lost vision and drifted off track.

John suggested a staggered start for Team Australia, and it worked a treat. The eight-kilometre timed section was fast and flowing, and filled with erosion mounds, steep climbs and descents, not to mention multiple slippery off-camber corners. I took the lead and used the Sena comms to call out terrain hazards. We had a faultless run that was smooth, quick, and tight.

Then came the log challenge: four bikes had to be manhandled over a log bigger than the front wheel. We thought we'd nailed it with a time of 70 seconds. But then the young blokes from the Balkans, who were all built like brick outhouses, literally threw their bikes over the log and set a scorching 40-second time. WTF! We just laughed and shook our heads.

THE MEDAL CEREMONY

We were the first team back at Base Camp, which told us our pace and navigation had been solid all day. The final special test was a combination of all three timed stages run back-to-back at Base Camp, which was a perfect way to wrap things up. We'd hit our stride by now and we were working like a proper team.

Crossing the finish line was sweet. Participation medals hung around our necks, smiles all round. The event had been run like a Swiss watch. It was smooth, precise and full of heart. The challenges were perfectly balanced: tough enough to test you, and fun enough to make you want more. As marshall team director Paul Bray summed it up: "It was certainly enough to separate the cream from the milk."

SBK MOTUL
FIM SUPERBIKE WORLD CHAMPIONSHIP
FIM
MELBOURNE
EVERY BIT DIFFERENT
WORLD SBK™
20-22 FEB 2026
PHILLIP ISLAND
AUSTRALIAN ROUND
worldsbk.com.au BOOK NOW | TICKETEK

CFMOTO
MT CHALLENGE
2025 AUSTRALIA
experience more together
more together

Tim, Ryan, John and Dave couldn't wipe the smiles from their faces after a fun and challenging event.

EVERY MEMBER OF TEAM AUSTRALIA PUT THEIR HAND UP TO BUY AN 800MT-X AFTERWARD.

RIGHT: Team China get set to give it their all. Some teams took proceedings very seriously.

By that measure, our ninth-place finish out of 20 international teams probably puts us in the milk-bottle category, but I'll take that.

Meanwhile, the biggest smiles of all belonged to the Kiwis, who won the event, and you couldn't wipe the grins from their chins ... until next time.

THE ULTIMATE TROPHY

I left the event with new mates forged through a shared mix of mud, mishaps and laughter. And I left with a renewed appreciation for the CFMOTO 800MT-X. The bike was impressive. It was strong, capable and took everything we threw at it.

But do you want to know the real proof? Every member of Team Australia put their hand up to buy one afterward. Now you can't ask for a better endorsement than that. **AAB**

Professional quality tool kits now avalable for CF Moto all models.

Life time quaranteed.

MOTOHANSA

tools for your adventure.

For more information please visit

motohansa.com.au

Designed by kimberly@concept2media.com.au

Dalmatian Delights

Montenegro, Bosnia, Albania, Croatian islands

Incredible Iceland

Waterfalls, volcanoes, glaciers, thermal springs

Everest Explorations

Kathmandu, Lhasa, Tibetan Base Camp

Awesome Andes

Peru, Bolivia, Machu Picchu, Lake Titicaca

Iberian Inspirations

Spain, Portugal, Andorra, Pyrenees

Indonesian Islands

Bali, Lombok, Gili T, Sumbawa, Labuan Bajo, Komodo

Fabulous Fjords

Norway's sensational coastline

Thunder Dragon

Bhutan's Kingdom in the Sky

Moroccan Magic

Kasbahs, citadels, medinas, the Sahara

World On Wheels. Since 1994
30+ years of international riding adventures
Email: adventure@worldonwheels.tours
Phone / Whatsapp: +61 408 770 480

WOW!

www.WorldOnWheels.tours

World's largest saltpan, Salar de Uyuni

THE DUSTY LIZARD

Leading American adventure riding luggage and apparel brand Mosko Moto is a huge believer in putting back into the sport. And one of the ways they do that is by hosting The Dusty Lizard series of ADV gatherings in some of the most premium riding destinations around the world.

STORY **COURTESY MOSKO MOTO**
PHOTOGRAPHY **JAY RILEY, SCOTT ROUNDS, JEREMY STEPHAN, SOPHIE LIBON, ANDRIUS CESNAUSKAS & RYAN McCASLAND**

Barkbusters
Barkbusters
Barkbusters
Barkbusters

At the heart of every Mosko Moto Dusty Lizard event is epic riding. Like this pine forest plantation in Romania, which was home to the first international Dusty Lizard gathering this year.

The red rock canyons of Moab are like something out of a Road Runner cartoon, and the trails range from mild to wild.

Just a few years ago in 2023, Mosko Moto kicked off the first Dusty Lizard events. We saw it as a way to explore epic locations and hang out with friends while enjoying good food, music and drinks. It's also served to meet like-minded adventure riders, discover new routes and demo the latest Mosko gear.

The beginnings of the Dusty Lizard were humble. The first event had 50 people camping in the backyard of Mosko's co-founder and riding our local trails. The gathering felt special and personal, and we wanted to replicate that vibe in other areas we wanted to ride. Since then, the focus has been on creating memorable, quality experiences, rather than making the event as big as possible

The 2025 Dusty Lizard season saw a return to two beloved previous riding locations, along with the addition of two new locations. We kicked off the year by heading back to Area BFE in Moab, Utah, in April, followed by our first ever European Dusty Lizard, in Palantis, Romania. From there we headed back to the San Juan mountains of Colorado to a new venue in Ouray, and we closed the season out in September in the Sawtooth Mountains in Idaho.

MOAB, UTAH: RED DESERT RIDING MECCA

Moab is a legendary riding location. Trails like White Rim, Slick Rock and Lockhart Basin offer stunning views of stratified red rock, with dusty routes flowing through the landscapes and highly technical crux moves. People from all over the world dream of coming to Moab to experience everything it has to offer.

The massive riding area at Moab has lots to give, from the easier and scenic Kane Creek Road to the mellow vibes and Green River vistas at Slick Rock, to the very difficult technical rock steps of Steel Bender. It's also big enough to spread out, and it's our biggest Dusty Lizard of the year at nearly 500 riders. Our venue at Area BFE provides riders with dry camping, views of the La Sal Mountains and two-track routes right out of camp and into the Moab landscape.

Kicking back at the Dusty Lizard event in Idaho.

AIO-6 LTE/Max
The Smart Motorcycle Console

CHIGEE
CHIGEE.COM.AU

AIRHAWK AUSTRALIA

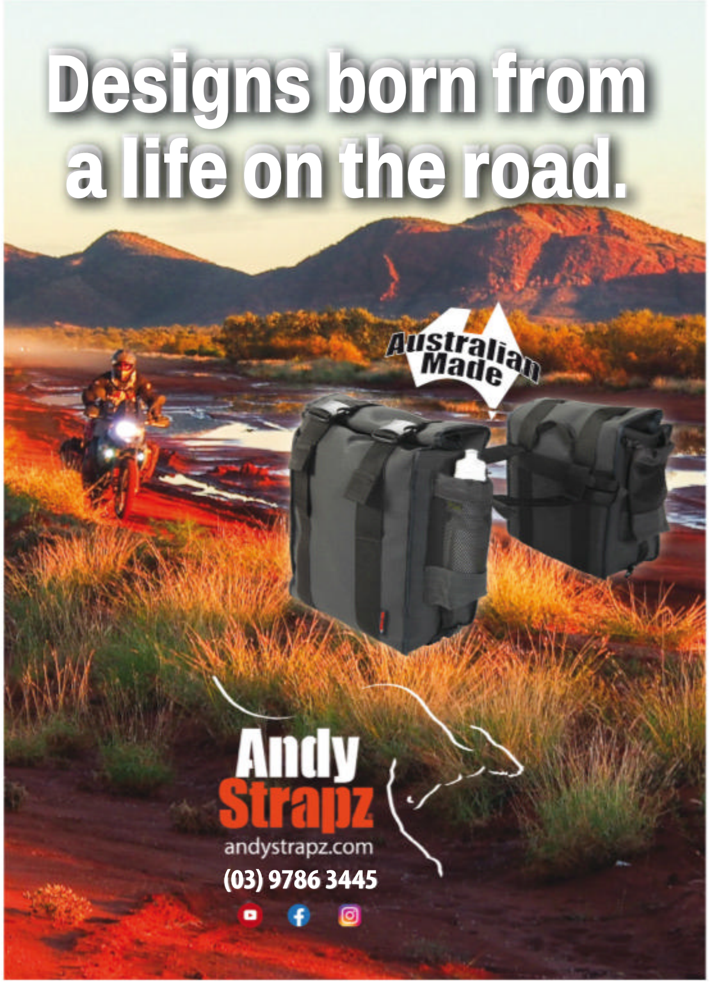
Sore or Uncomfortable?

AIRHAWK is the Answer! For the right advice and the best price call AIRHAWK AUSTRALIA!

*60 day money back guarantee

1300 783 128
Call NOW to Improve Your Comfort Today!

Australian Airhawk Importer for home, office, car, gopher, 4x4, truck, plane and more
www.airhawk.com.au



Designs born from a life on the road.

Australian Made

Andy Strapz
andystrapz.com
(03) 9786 3445

If you want scenic trails, look no further than the Dusty Lizard ride in the Sawtooth Mountains of Idaho.

Never any shortage of catering at a Dusty Lizard event.

Live music entertains the crowds well into the night.

MOSKO MOTO
TACOMOTO
MOSKO MOTO

Taking it all in at base camp in the mountains of Colorado.

THE SAWTOOTH MOUNTAINS ARE ONE OF THE LAST FRONTIERS OF MIXED-USE BACKCOUNTRY EXPLORATION.

More top-shelf riding in the mountains of Idaho, where the single-track goes on forever.

This year the evenings treated us with sunsets, local music, beverages, and local catering served in the lounge. We enjoy the opportunity to unwind, share war stories, talk about routes and plan for the next day of riding.

It's hard to beat Moab as a complete experience, and we're already looking forward to 2026.

OURAY, COLORADO: THE GORGEOUS & UNPREDICTABLE SAN JUANS

We've been to the San Juan Mountains three years in a row for the Dusty Lizard, swapping locations from Ridgeway to Silverton, and now Ouray, Colorado. This is another location with legendary status amongst riders and outdoor explorers looking for challenging routes and expansive vistas of alpine mountains. But this area also has a reputation for harsh and quickly changing weather conditions, short but intense storm fronts, and very rugged terrain at high altitude.

The rides in the Alpine Loop cross over historic routes used by miners and prospectors for over 100 years. Cliff faces feature roads that are no more than dynamited and excavated rock ledges, providing riders with exposed traverses that climb in altitude up to the mountain ridgelines above 3,600 metres. High alpine lakes sit tucked away on two-track passes filled with rocky steps. It's some of the

Put yourself in the picture: welcome to sunset over the mountains in Romania.

RIDERS WERE TREATED TO SCENIC ROADS AND DOUBLE-TRACK ROLLING THROUGH THE RURAL ROMANIAN LANDSCAPE.

most scenic and rugged routes of our riding season.

We brought in some great local bands to play in the evenings. The Ouray camp sat at the base of a sheer rock cliff face, providing a unique location to eat barbecue dinners and listen to Black Sabbath covers in the lounge.

Whether we change it up again or head back to Ouray next year, we'll always love coming back to the San Juans and exploring the vast expanse of high-altitude alpine routes.

PALANTIS, ROMANIA: THE DUSTY LIZARD GOES EURO

The Mosko Europe staff has joined us in the USA for some of our Dusty Lizard events over the years that had them itching to create an event in Europe. This year they launched the inaugural European Dusty Lizard in Palantis, Romania.

Romania is home to some of Europe's best off-road riding, hosting legendary events like the Red Bull Romaniacs and Xross Hard Enduro Rally.

Riders were treated to scenic roads and double-track rolling through the rural Romanian landscape, and a camp setting replete with mountain views. The event also featured some of the best food of the entire Dusty Lizard series, with local Romanian catering for breakfast each morning and dinner each night.

We're pretty stoked about the potential for European Dusty Lizard campouts and look forward to seeing how this event develops.

If trails like this don't inspire you to want to chase a Dusty Lizard ride, something's wrong!

FIT IT FOR THE HANDLING.
CHOOSE YOUR RANGE.

Achieve much improved stability and centre of gravity on your Tenere 700, with Safari Tanks' revolutionary rally tank.

Fully equipped, including a rally bash plate (B & B), this twin tank offers an improved riding experience with the fuel flexibility for next-level adventure freedom.

Explore this tank online today.

DEVELOPED WITH
DAKAR AND
AUSTRALIAN
SAFARI RACER
ROD FAGGOTTER

www.safaritanks.com.au
Phone (03) 5729 5556

Safari
FUEL TANKS

NEW ZEALAND ADV TOURS

NZ'S LEADING ADVENTURE MOTO TOUR COMPANY
PREMIUM KTM BIKES SUPPLIED
FULLY GUIDED, FULLY INCLUSIVE, TURN UP AND RIDE!

ULTIMATE
ADVENTURE MOTO NZ
POWERED BY
KTM

Multiple 2025 & 2026 tours on sale now! For more info visit - www.ultimateADVmoto.co.nz

Nothing like hurling a big twin at the gnarly trails of Moab in Utah.

WE'RE STOKED ALREADY FOR THE 2026 SEASON, WHICH KICKS OFF AGAIN IN APRIL IN MOAB. HOPEFULLY WE'LL SEE YOU OUT THERE!

Mosko Moto founder Pete Day addresses the troops.

SAWTOOTH, IDAHO: SEASON CLOSER IN THE MOUNTAINS

Since the early days of Mosko, we've been dreaming about getting out to Idaho. The Sawtooth Mountains are one of the last frontiers of mixed-use backcountry exploration, with world-class single-track and mountain roads.

With the potential comes a lot of challenges: the area is very remote and means longer travel time; it's rugged and has limited access for bike or rider rescues; the riding easily can get too difficult; and there aren't quite as many amenities nearby.

Despite that, we put together an event that many regular attendees and staff agreed was the best Dusty Lizard to date. The riding was epic — there's a huge amount of remote, rugged, technical single-track right out of the venue in Clayton, plus lots of two-track, gravel roads and old mining access routes that work their way through the steep Sawtooth Mountains.

Our venue was a dialled-in facility with a grassy area for camping and vendors, scenic views from the lounge, some excellent food-cart catering on-site and local live music set against the mountains at sunset.

It all came together for this one, and it ended up being our favourite Dusty Lizard event that will likely become a mainstay on the calendar.

CATCH A LIZARD!

We ended on a pretty high note in the Sawtooth Mountains. It got us stoked already for the 2026 season, which kicks off again in April in Moab. Hopefully we'll see you out there! **AAB**

Base camp setups always feature a vendor row, tech support and nearby camping for the masses.

Fresh mountain air in the middle of nowhere. Perfect!

CHASE THE DUSTY LIZARD

For latest details on upcoming Dusty Lizard events, be sure to check out the Mosko Moto website and then make plans to be part of a ride of a lifetime. **www.moskomoto.com**

ROCKY CREEK DESIGNS™

Lock your stuff!

HELMETLOK™

Having a "quick release buckle" on your helmet is not going to be a problem if you have the latest **T bar from HELMETLOK!**

Weather resistant zinc alloy locking mechanism

Resettable 4 digit combination lock

The lock fits around anything up to 38mm in diameter.

Fits through ALL quick release helmets (including SHOEI)!

Gearlok

- **Resettable combination lock**
- **1.5m cable**
- **Storage bag**

Can lock 2 helmets, a jacket & more

The **GearLok Lock** with Cable will lock your helmets, jackets, backpacks & any other accessories to your motorcycle.

ZiPPYLOK™

- **3 digit resettable combination**
- **Ultra-lightweight**
- **Water resistant**
- **Adjustable strap**
- **Zinc alloy housing**

Easily lock your helmet, jacket and/or luggage to your bike

Size of strap
(not including lock)
45cm x 1cm wide

Available at all good motorcycle stores through WHITES POWERSPORTS

www.rockycreekdesigns.com.au

MOTO MAX
TUAREG
intercity
660

GLOBAL ROAMER

When female Turkish round-the-world adventure rider Gulsah Merve Yuksel was passing through Sydney recently, we just had to catch up for an update on her 822-day and 52-country adventure so far. Amazingly, she still has so much more travelling to do before she heads back home on her trusty Aprilia Tuareg.

STORY **ANDREW CLUBB** PHOTOGRAPHY **CLUBBY & GULSAH**

Gulsah and her Aprilia Tuareg take in the view of Manly Beach on the northside of Sydney. It's a long way from her home in Turkey.

HIMANK
BRO WELCOMES YOU TO
HIGHEST MOTORABLE PASS
IN THE WORLD
UMLING LA
19024 FT
755TF
93RCC
Castrol
MOTO MAX

How many people can say they're ridden their own bike over Umling La pass in the Himalayas? Gulsah can.

Next time you're sweating the details over a week-long adventure into the Vicco High Country, stop and consider the 822-day marathon — so far! — Gulsah Merve Yuksel is on as she rides her Aprilia Tuareg around the world. The 32-year-old rides alone and is living proof that solo motorcycle travel is one of the greatest adventures in the world.

FIRST THINGS FIRST, GULSAH: WHY DO YOU LIVE THIS NOMADIC LIFESTYLE OF JUST YOU AND YOUR MOTORCYCLE TRAVELLING THE WORLD?

Because I feel free when I ride a motorcycle. I can go anywhere and experience the world. It's the way I want to live as I don't want to live in just one place, as the world is just so big and there is so much to see and experience. I always prefer to ride alone so that I can travel where I want, when I want and can make my own plans.

> I FEEL FREE WHEN I RIDE A MOTORCYCLE. I CAN GO ANYWHERE AND EXPERIENCE THE WORLD.

WHERE DID YOUR JOURNEY WITH MOTORCYCLES BEGIN?

At age 13 my father gave me a Vespa and I rode that for four years without a licence. At 17 I got my licence and then started to travel.

WHAT WAS YOUR FIRST BIG TRIP?

I travelled around Istanbul on the Vespa and then I got a Puzar 200cc bike, before I changed to a Yamaha MT-07 and rode all around Turkey, which was a 6,000km ride for 55 days, all on my own. I had a Ténéré 660

Touring around Europe on a Vespa? Yep. Gulsah has done that too.

SHOP ONLINE
HUGE range of parts and accessories for your SUZUKI DR650, DRZ400, DRZ250 KAWASAKI KLR, HONDA CRF300L/RALLY & YAMAHA WR250R/X
ADVENTURE BIKE AUSTRALIA
70+ BRANDS INCLUDING
JNS ENGINEERING
ADV Gear
AXIOM
HIPPO HANDS
MOTORCYCLE HAND COVERS
warp 9
Parabellum
BAJAWORX
EAGLE MIKE
NOMADIC
CYCLOPS
ACT
PROCYCLE
adventurebikeaustralia.com.au

GIANT LOOP
GIANT LOOP TAKES ON THE SIMPSON DESERT WITH DAVE DARCY FROM MAD TV.
MAD TV
DUCATI
RALLY
Available at all good motorcycle stores or online at:
WHITESMOTO
.com.au

Gulsah says standing in the shadow of Uluru was an impressive sight.

after that, but sold it and used half the money to buy a KTM 200 Duke and then used the other half of the money to ride it around parts of Europe and Scandinavia. I had around 3,000 euro and was away for four months and rode through 20 countries from Turkey to Greece to Macedonia, Switzerland, Germany, Norway, Denmark and more. I was 22 years old then and I was camping, living with the bike.

THEN WHAT CAME NEXT?

In 2021 I actually had a big accident riding a Ducati Multistrada. It happened on a mountain pass and I was clipped by a car at high speed and I flew off the bike and landed in the forest on the side of the road. It took them a while to find me, and I had a lot of broken bones and couldn't walk for six months.

DID THAT PUT YOU OFF RIDING?

No. The insurance paid out for the Multistrada and after I got out of hospital I decided to get a Vespa and go touring on it. That trip was for four months and I travelled through ten countries in Europe. I averaged around 200km per day, and even went over the Stelvio Pass, but it was just a little 125cc Vespa and it was loaded with all my gear, so at times it was a little slow.

AND WHAT CAME AFTER THE VESPA?

At the end of 2022 I actually got a Ducati Panigale and thought I would try road racing. But that didn't work out well because I was worried I would die one day! So I sold it and decided I wanted to travel again, but on a really big trip. I sold my car as well and decided I wanted to ride around the world, so I bought an Aprilia Tuareg and gave myself a budget for travelling for two months and just see how it all goes. So I rode through eastern Europe and then when I got to Mongolia I knew my budget would be low and I would have to decide how to work it out, to see if I could keep travelling or not.

WHAT WERE YOU DOING FOR MONEY THEN? HOW WOULD YOU BE ABLE TO AFFORD TO KEEP GOING?

I was posting to social media about my travels, and one of my first posts was of me hugging my mother when I was leaving home and she was crying, and all of a sudden it had millions of views on Instagram. And then my next few posts would have hundreds of thousands of views and suddenly Aprilia in Turkey called me and said they would like to support me. I was actually travelling in Russia when that call came through. They asked how they could support me and I said I wanted to travel for two years but had no budget to do it. I had already bought the bike, so they supported me financially and now we have been together for three years and they also assist me with parts and service and give me introductions to Aprilia distributors around the world. I also now have support from other companies that include Castrol, KLIM, DVS Freight and MotoMax.

ЧИ АФҒОНИСТО
IR AFGHANISTA

All roads lead to Afghanistan.

Amongst the spectacular mountains of Nepal. Gulsah has seen it all.

Standing tall as the centre of attention in India.

I HAVE TO BE CAREFUL WHEN RIDING OFF-ROAD BECAUSE IF I FALL, I NEED HELP TO PICK UP THE BIKE.

YOU'VE COME A LONG WAY SINCE THAT TWO-MONTH DEADLINE IN MONGOLIA.
Absolutely, and I am so grateful for the brands that help me to make this possible. And to all the amazing people I have met on my journey who have assisted me. People everywhere have been incredible. People are just so beautiful.

IT SEEMS LIKE YOU DON'T RUSH YOUR JOURNEY. DO YOU HAVE A SCHEDULE YOU NEED TO STICK TO?
Not a strict schedule, no. Because so many things are unknown. When I headed into Iran I was scared and didn't really know how I would manage there. But the people I met there were so good and helpful. Then stories say Pakistan and Afghanistan are so dangerous and you should ride with police, but in Pakistan I met two bikes and two backpackers and we travelled as a group. I spent three months in Pakistan. Then when I crossed into India, I stayed there six months. The north of India and the Himalayas are so beautiful. I had met a couple of bikers at a roadside stop and asked them where they came from, and they said Bhutan. They said I could come and see them sometime. So after a couple of months in India I needed a change, so I looked up Bhutan and contacted them and went to see them. It turned out they had contacts with a cousin of a king and they helped me with hotels and so many other things. So I spent 20 days riding in Bhutan, just from meeting travellers on the road.

DOES MEETING FELLOW TRAVELLERS ON THE ROAD HAPPEN OFTEN?
At times it does. And usually the experience is great, because you are sharing the same spirit of travel. Like when I arrived in Perth I met two bikers who were also on a world tour, so I stayed with them for a time. You do make so many contacts. Another example is when I was in Pakistan I met some Australian riders and they said that one day when I come to Australia, I should come and meet them again. So I went to Mildura and met them and we travelled along the Murray River and spent three days on a boat. It was just beautiful.

HOW DID YOU SHIP YOUR BIKE FROM ASIA TO AUSTRALIA?
The bike was on a boat from Indonesia to Perth. It was actually Bali to Perth. But it was a difficult experience with the cleaning of the bike because Australia is so strict. I spent days cleaning the bike so much and I was in tears. I had to clean every grain of sand and every speck of dust. I finally shipped the bike and it had to go from Bali to Jakarta to Singapore to Perth, which in total took two months.

WHAT DID YOU DO WHILE THE BIKE WAS IN TRANSIT?
I had some time in Bali and then I flew to New Zealand and Aprilia arranged a Tuareg for me to ride. It was a brand-new bike and I rode 10,000km in 40 days all around New Zealand. The only issue was I had been riding in Asia so long that I was not respecting the rules and was riding like you do in Asia, and I overtook a police car and the lady officer chased me for ten kilometres before I realised and stopped.

HAVE YOU ENJOYED YOUR TIME IN AUSTRALIA?
Of course! After I got my bike in Perth I rode around southern Western Australia to places like Albany and Esperance and then across the Nullabour to Adelaide. From there I went to Mildura, then up to Broken Hill, across to Port Augusta and on to Coober Pedy, Uluru, Litchfield and Darwin. At Darwin I had the Tuareg serviced and new tyres fitted, and then I parked it for one month so I could fly home to Turkey and see my family again.

DO YOU LIKE THE REMOTENESS OF PARTS OF AUSTRALIA?
Of course. But I have to be careful when riding because if I fall, I need help to pick up the bike. In Asia it was always busy and you would always see and meet people who could help, but Australia is so much more remote and it could be a problem to pick up the bike. So I am sticking to the roads. After I got back to Darwin, I rode across to Cairns via Mount Isa and then went up to Cape Tribulation. I then rode down the coast to Airlie Beach and saw the Great Barrier Reef, and then the Gold Coast and down to Sydney.

HAVE YOU EVER HAD ANY SCARY MOMENTS AS A FEMALE TRAVELER ON YOUR OWN?

No, none at all. I have always found people to be good. Travel is so exciting for so many people and some countries can be difficult because of local issues and where you need to have a guide, but there are so many moto-bloggers and YouTubers now and there's a lot of information you can use to research where you are going.

DO YOU CONSIDER YOURSELF A PROFESSIONAL CONTENT CREATOR?

I would not say I am a professional, I am more an amateur. I do my own filming and editing and have learnt to shoot and edit better. I used to travel with a laptop but now I use an iPad, which is smaller and easier to travel with. I have DJ1 action cameras and a drone.

HAVE YOU MONETISED YOUR YOUTUBE CHANNEL?

YouTube does support me, but for me, it is the support of my sponsors that make my travel possible. All through Asia my budget was US$1,000 per month, and I would always spend about that much. But then in Darwin a campsite was $75 per night, so that adds up fast.

IS IT STRESSFUL TO BE AWAY SO LONG AND DEALING WITH LIFE AS IT HAPPENS ON THE ROAD?

I used to be a stressed person and wanted to have a one-year plan, where everything was mapped out for the year. But now it is all about tomorrow, because tomorrow is when I will know where I am going next. When you live on the road, you soon learn to accept things and be flexible. And I find you will always meet someone who will have advice and information to help with any issues. And sometimes there are factors that control your timings, like here in Australia I have a Carnet de Passage for the bike, so it has to be shipped out of the country before a certain date. So I have arranged for the bike to be shipped out of Melbourne by that date and it will go to Santiago and I will head to South America next.

Oops. Stuck in a rut in the middle of nowhere. Fortunately, help is usually nearby, even when you think there is no one around!

TRAVEL IS SO EXCITING FOR SO MANY PEOPLE, BUT SOME COUNTRIES CAN BE DIFFICULT BECAUSE OF LOCAL ISSUES.

PEOPLE WOULD SAY YOU ARE LIVING THE DREAM, BUT MANY PEOPLE WOULD STRUGGLE TO ACTUALLY LIVE THIS DREAM.

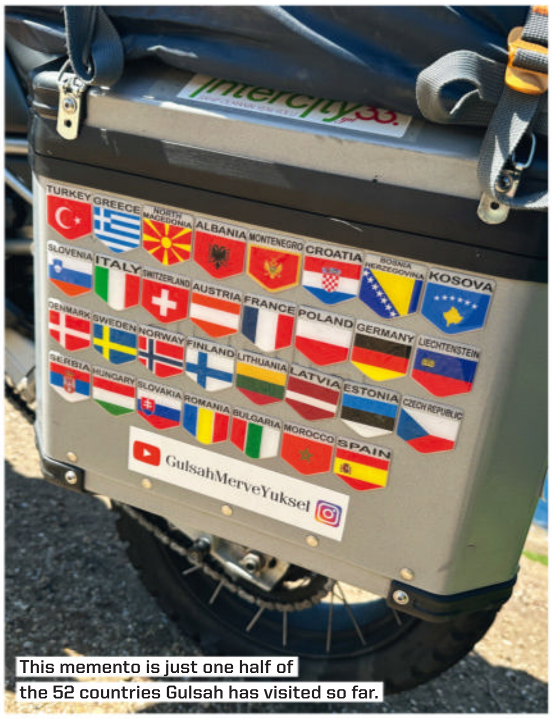
It is natural to make big plans for a big trip like this, but you soon learn when you are on the road that everything just seems to flow ahead. Sometimes things will get difficult, but there will always be a plan that you can make work. Like I wasn't planning on going to Iran and I was nervous about it, but it turned out great because of the people I met there.

DO YOU HAVE ANY SPECIAL ADVICE FOR RIDERS DREAMING OF MAKING A TRIP LIKE THIS?

Don't believe everything you see in the news or read on social media, as you can find good people everywhere in every country. And while it might feel difficult at times, and certainly at the start, but once it all begins to unfold, you will learn to just go with it. Finally, visas and permits and border crossings are all part of it, so you just have to have the mindset to enjoy it all.

HOW MUCH LONGER WILL YOU BE TRAVELLING ON THIS TRIP?

I originally said I would be away for two years on this trip, but it is well past that now and there is still so much more to go! **AAB**

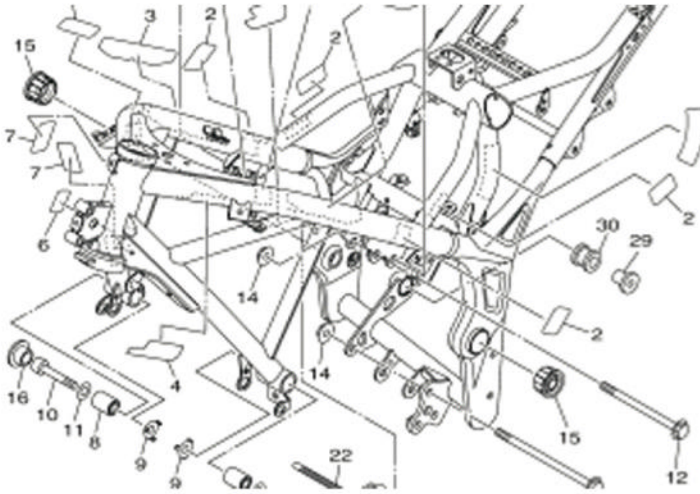


This memento is just one half of the 52 countries Gulsah has visited so far.

YAMAHA
PARTSONLINE.COM.AU
GENUINE PARTS & ACCESSORIES

POWERED BY EXCITE MOTORSPORTS

Australia's Premium Yamaha OEM Parts Finder


15
3
2
2
7
7
6
5
2
30
29
14
2
16
10
11
8
4
9
9
22
14
15
12

Yamaha OEM Parts Finder

FREE SHIPPING ON ORDERS OVER $200

GENUINE YAMAHA ACCESSORIES

Motorcycle

ATV

Waverunner

Apparel & Merchandise

YAMAHA ATV
OIL CHANGE KIT
YAMALUBE
OIL FILTER

Service Kits

Power Products

YAMAHA Revs Your Heart
YAMALUBE
YMI YAMAHA MOTOR INSURANCE
GYTR
YAMAHA GENUINE Parts & Accessories

02 4722 6222
orders@yamahapartsonline.com.au

BEAR TRAPPED

When Royal Enfield says its new Bear 650 is a 'stylish new scrambler with 1960s soul', they absolutely mean it. Sure, it's not a pure adventure bike, but when it comes to reliving the timeless and adventurous days of scrambles riding, this Bear packs a growl.

STORY **ANDREW CLUBB** PHOTOGRAPHY **ROYAL ENFIELD**

ROYAL ENFIELD
BEAR 650
ROYAL ENFIELD

Carving winding back roads is where the Royal Enfield Bear 650 makes you feel alive. It's great fun to ride and quickly puts a smile on your dial.

01

02

03

04

05

If you've never heard of Eddie Mulder or the Big Bear Run, you're forgiven. It's one of California's legendary desert race events and way, way back in 1960, a 16-year-old kid by the name of Eddie Mulder came from nowhere to win the race on a Royal Enfield 500. Back then dirtbikes were called scramblers and were little more than lightly modified road bikes with just a few off-road concessions.

Of course, dirtbikes have progressed a hell of a long way since then, but the scrambler genre continues to this day, in an era when everything old is new again. And a case in point is the Royal Enfield Bear 650, which takes the good old days vibe of scrambler riding and smashes it out of the park. Heck, they've even built an Eddie Mulder tribute model complete with his race number 249 and replica colours from 1960, and it looks a zillion bucks.

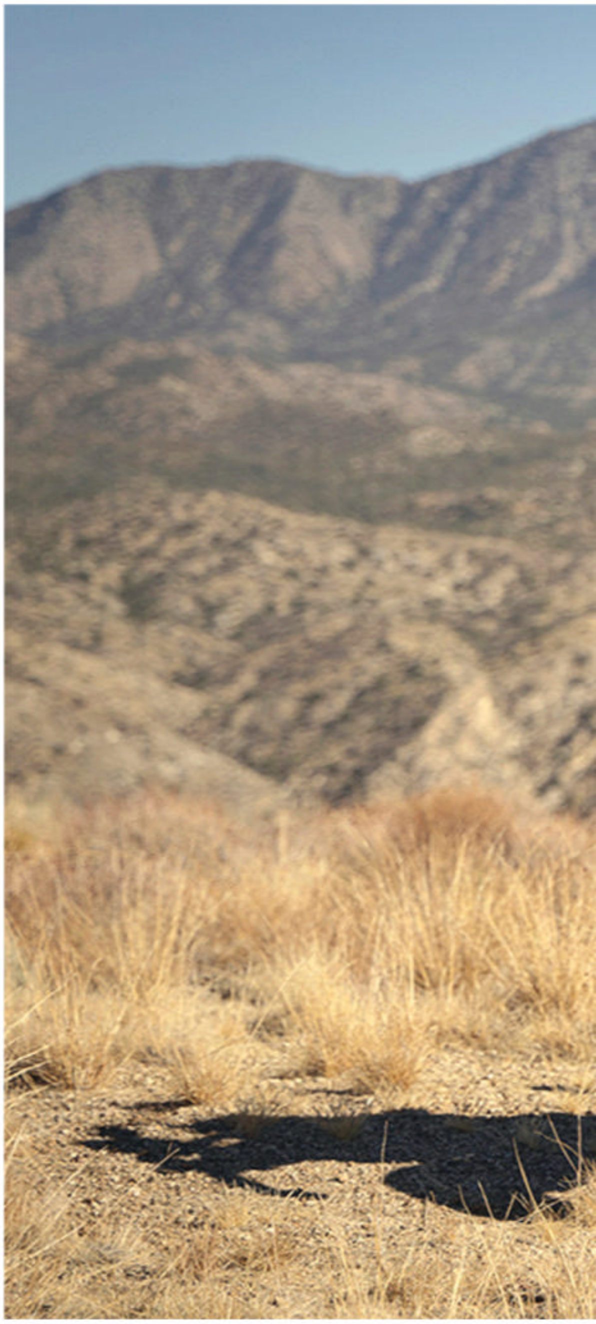
THERE'S A BEAR IN THERE

Royal Enfield's current 650cc twin-cylinder Interceptor street-bike platform is fast heading towards ten years of diligent duty. Over the years the Interceptor has seen plenty of cutting and shutting by industrious souls to make it into custom scrambler-style machines, and Royal Enfield clearly cottoned on to the popularity of the idea and decided to build a scrambler 650 themselves.

When this bike was first launched around 18 months ago, Royal Enfield described the Bear 650 as 'a stylish new scrambler with a '60s soul', inspired by Mulder's historic win in the Big Bear Run race. And there's no question they got the look and the vibe just right. The Bear is a scrambler through and through.

Royal Enfield beefed up the Interceptor's frame in the steering head and rear sub-frame to support a longer Showa 43mm USD front fork and boost the bike's load carrying capacity.

The Bear's 648cc SOHC EFI parallel-twin engine is the same as the Interceptor's, but it has been tuned for maximum torque and also breathes out through a low-slung two-into-one exhaust system that is said to boost its torque by eight per cent over the street model. For the record, the engine's maximum power is a claimed 34.9kW at 7,150rpm, while maximum torque is 56.5Nm at 5,150rpm.

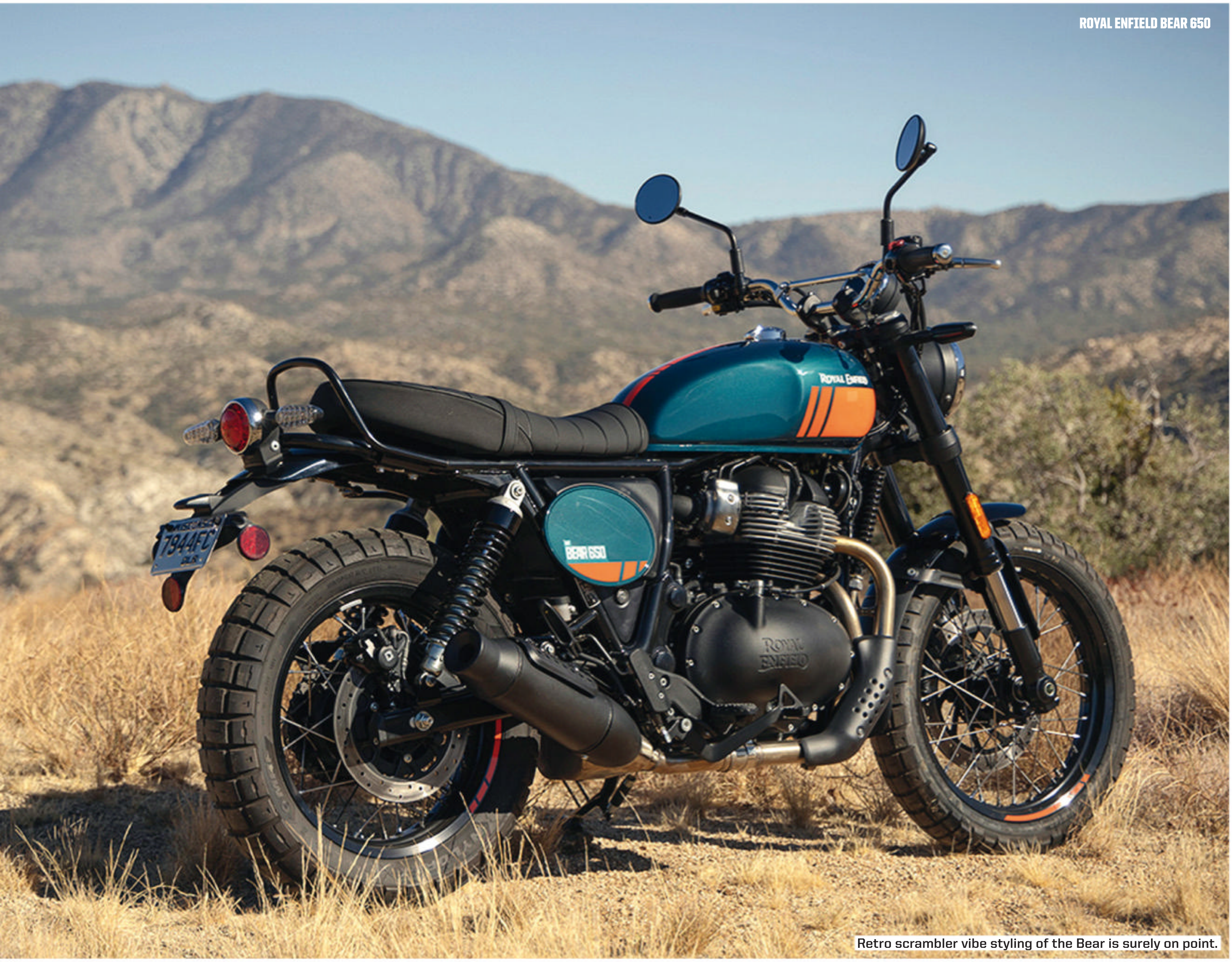


Wheel sizes are 19-inch front and 17-inch rear, while BYRBE brakes handle the stopping chores with a single 320mm disc up front and 270mm disc at the rear. Dual-channel ABS is switchable to the rear wheel.

Showa twin shocks control 115mm of rear wheel movement, while the Bear's seat height is 830mm, ground clearance is 184mm and claimed wet weight (with 90 per cent fuel load in the 13.7-litre fuel tank) is 214kg.

As for the vital matter of dollars and sense, the Bear 650 is sharply priced from $11,790 ride-away and comes with a three-year unlimited-kilometre warranty and three years roadside assistance. Five colour schemes are available, with the top-of-the-

01: The Bear's 648cc eight-valve SOHC parallel twin-cylinder air-cooled engine with six-speed gearbox is a thundering powerplant that delivers lashings of easy-to-ride torque.
02: Front-end styling is both modern and retro, dominated by the LED headlight.
03: Rear end is also sweetly styled and the pillion grab handle is a handy feature.
04: Styling and finish of the Bear is top-shelf, highlighted by the teardrop-shaped fuel cell.
05: BYRBE brand single 320mm disc front brake handles the stopping chores.



Retro scrambler vibe styling of the Bear is surely on point.

THE SCRAMBLER LIFESTYLE IS ALL ABOUT LOOKING FAST AND FEELING GOOD. AND THE BEAR 650 EXCELS ON BOTH COUNTS.

shelf 'Two-Four-Nine' Eddie Mulder replica adding $400 to the ride-away price, while the petrol green model we've featured here is an extra $200.

SCRAMBLED EGGS

Full disclosure: we don't classify scramblers as adventure bikes. As a rule their small tanks make for limited fuel range, they're generally not comfortable for all-day big-mile riding, and punting them hard down dirt roads and tracks just isn't really their cup of tea.

So when we occasionally throw a leg over a scrambler, it's with the mindset that they are what they are. And the Bear 650 is no different. It's not an adventure bike.

But it is a barrel of fun to ride in the environment it was designed for. Point it at a winding ribbon of lonely tarmac back-road on a clear winter's day like we did and you'll soon be busting a smile on your dial. The flat wide bars, comfy ergos and loping six-speed motor with its forgiving and torque-rich power delivery combine to offer a package that is so much fun to play with. It steers easily, drives strongly out of turns and has just the right amount of power and rideability that you're not going to find yourself getting into trouble.

The brakes are strong and confidence inspiring, the controls all feel refined, and even the standard MRF tyres, which look remarkably like Pirelli Scorpion STR replicas, do an admirable job on the tar. Sure, you could cruise down some dirt roads on this bike, but the firm suspenders and limited suspension travel quickly remind you to keep things tame.

If you really want to hit the dirt, you could throw a leg over Royal Enfield's Himalayan, or sit tight until the Indian brand's forthcoming new twin-cylinder ADV machine is officially revealed.

HEART & SOUL

The scrambler lifestyle is all about looking fast and feeling good. And the Bear 650 excels on both counts. Royal Enfield's quote about this bike being a 'stylish modern scrambler with a 1960s soul' is absolutely right. And if that's the kind of ride that ignites your fires, get into a Royal Enfield dealer and ogle a Bear 650 in the flesh, then take it for a ride and decide. Chances are you it will put a smile on your face too, and you might just want to take this Bear home with you. **AAB**

DOWN & DIRTY

When it came time to sort a bike to ride to Adventure Moto's annual Dirty Weekend event at Green Valley Farm in northern NSW, AAB adman Mitch was stoked to snare the keys to our 2025-model Yamaha Ténéré 700. And we're rapt to say he gave the new blue beast a real-world workout.

STORY **MITCH NEWELL** PHOTOGRAPHY **SEAN GOLDHAWK & ALEX GOTTHARDT-MARSHALL**

Working in the motorcycle industry occasionally comes with some enviable perks, and recently I had the pleasure of enjoying one of them — the chance to ride AAB's brand-new 2025 Yamaha Ténéré 700 press bike.

If you're looking for the full technical breakdown and a more traditional review of this machine, I'd strongly recommend grabbing issue #34 of AAB Magazine, where our editor, Clubby, offers an expert analysis. He covers the detailed specs, the updated features and how the new model compares to the original Ténéré 700, which made such a major impact on the mid-weight adventure scene back in 2019.

What follows here isn't a traditional bike review but more of a rider's perspective after logging 1,500km on the '25 model during the Adventure Moto Dirty Weekend event. I joined a group riding from Wisemans Ferry on the north-west outskirts of Sydney all the way to the event at Tingha in northern NSW, and then back again. It was an awesome ride with a great mix of terrain that was a true test of the T7's real-world adventure capabilities.

Day one of the ride to Tingha started out wet, like seriously wet. Which put plenty of water in the creeks but then helped keep the dust down for the rest of the trip: perfect!

BIKE SETUP & INITIAL IMPRESSIONS

The bike I rode was essentially stock, with the exception of a set of Dunlop knobby tyres installed by Yamaha: a D606 up front and a D908RR at the rear. It was also fitted with a rackless Kriega OS Base mated with a pair of OS12 Kriega soft panniers that were carrying around 10kg of gear. Otherwise, no mods or aftermarket parts were installed.

Aesthetically, I've always liked the rugged, purposeful look of the Ténéré 700 and the '25 model takes it up a notch. The updated bodywork, sharper lines and rally-inspired elements give it even more presence. For some, the visual appeal alone will be enough reason to buy one, and I honestly wouldn't blame them.

One of the most noticeable changes for '25 is the redesigned 16-litre fuel tank. Although capacity remains the same, the tank has been reshaped and repositioned: it now sits lower and slightly further forward on the chassis. It also feels slimmer between the legs, contributing to improved ergonomics and control, especially when riding in a standing position. Paired with a new, flatter rally-style seat, the updated tank contributes to a more balanced and aggressive riding stance.

REAL-WORLD RIDING

Day one of the ride was wet, and I mean seriously wet. The rain turned parts of the trail into a slippery clay mess, which actually turned out to be the perfect test for the T7's updated electronics package. For '25 Yamaha has introduced a ride-by-wire throttle, which brings along traction control (TC) and two selectable rider modes: Sport and Explorer.

Now, some will argue that with a bike like the T7 with its modest horsepower, smooth power delivery and well-mannered behaviour, traction control isn't essential. And in most dry conditions, I'd agree. But in the clay and mud of day one, the TC probably saved me from a few embarrassing (and potentially painful) crashes. The switchable ABS system, now controllable from updated handlebar switches (though not on-the-fly), also proved useful. With a long press on the dash ABS button, both traction control and ABS can be disabled, giving the rider full off-road control.

By day two the rain had cleared and we were blessed with ideal riding conditions. I switched off ABS and TC to get a more raw and authentic feel of the bike's handling, something I personally prefer once I'm comfortable. With the electronics out of the equation, the T7 truly came alive. Standing on the new rally footpegs, the bike felt incredibly well balanced and agile on the dirt. While the original model already handled well, this latest version somehow manages to feel even more responsive, likely due to the revised tank positioning and better centralised mass.

SUSPENSION & HANDLING

Yamaha has clearly listened to rider feedback in updating the suspension. Although overall suspension travel remains the same, internal tweaks and revised linkages have made a noticeable improvement in how the bike handles varied terrain.

The front suspension felt solid and composed throughout the ride. I didn't even adjust the new preload settings on the forks, and the bike handled everything I threw at it. From fast gravel to technical ruts and even a few intentionally launched jumps, the T7 lapped it up without any drama. The rear suspension also performed well, soaking up bumps and dips with ease.

At around 100kg, I found the rear to be slightly on the soft side, but that's more a personal observation than a criticism. For general adventure riding, not for racing enduro or motocross, the setup is actually very comfortable.

It's worth mentioning that I didn't touch any of the settings on the rear shock. Could I have dialled in the preload a bit more? Sure. But too often, riders get caught up in the noise from forums and influencers who insist you must upgrade or tune your suspension. The truth is, for most riders, out of the box the '25 T7 is more than capable of handling the job.

MINOR NIGGLES

No bike is perfect, and the Ténéré 700 has a couple of areas where improvements could still be made. For one, the rear brake feels underwhelming, which is a known issue that Yamaha hasn't fully addressed, despite feedback from owners of previous models. An upgrade to the rear brake pedal, such as one from Camel ADV, would be a smart and relatively inexpensive fix.

The only other minor complaint is one that tall riders like myself (I stand 188cm tall or six-foot-two in the old money) often face: wind buffeting. The stock windscreen sends turbulent air right into your helmet at highway speeds. A simple shift rearward on the seat and tilting the helmet peak helps a bit, but it's not a perfect solution. For longer bitumen hauls, a taller or adjustable screen would be a welcome addition.

FINAL THOUGHTS

There's a reason the Ténéré 700 continues to dominate the mid-weight adventure market. It strikes a near-perfect balance of simplicity, capability, reliability and price. And in my mind the 2025 model is, without question, the best iteration yet. The updates to ergonomics, electronics and suspension have all added up to a more refined and confidence-inspiring machine. **AAB**

01

02
YAMALUBE
10W-40
OIL FILTER

03

04

01: Mitch's ride to the Dirty Weekend kicked off at Wisemans Ferry and the T7 was itching to get into it. **02:** When it's time for a first engine oil and filter change, Yamalube semi-synthetic 10W-40 will be our go-to lubricant. **03:** One of the stock plastic handguards cracked when the bike toppled off the stand at the event, so alloy backbone Polisport Trailblazer handguards will replace the stockers. **04:** No question Llel surely knows his stuff: check out his Brake Magazine channel on YouTube for more of his adventures.

THE LATEST TÉNÉRÉ 700 STRIKES A NEAR-PERFECT BALANCE OF SIMPLICITY, CAPABILITY, RELIABILITY AND PRICE.

At the Dirty Weekend event, special guest Llewellyn Pavey put the T7 to good use as the demo bike for his riding tips.

OUTBACK ACTION

Riding through the Australian outback should be on every adventure rider's bucket list. It's a vast and special place that is so far removed from the city slicker lifestyle most of us experience day-to-day. But like any big-destination ride, you need to be prepared for it.

STORY **MILES DAVIS** PHOTOGRAPHY **MOTODEVELOPMENT**

I love riding through the Australian outback as it's just so different to our everyday life. The sheer scale and remoteness of travelling through the middle of nowhere is what hooks so many of us in, but it's an experience that can't be treated lightly.

As I detailed last issue, there are plenty of hazards to be aware of that all deserve your attention, including high speeds, dust, bulldust and animals. And this issue I'll be giving you more important points to consider before you take off into the 'never never' ... so read on!

HAVE A STRATEGY

Riding big distances in a day requires a lot of concentration. If you aren't used to this sort of riding, be very cautious as it can really catch you out. You need to be very proactive in your approach to a long-distance outback ride. It may sound like simple commonsense, but gradually build up your stints on the bike. Don't try and ride 600km in a day if you haven't ridden 400km in a day previously.

Expect track conditions to change regularly and when you least expect it. I always remind riders to scan ahead and look for changes in the colour or texture of the ground in the distance. If you see any change, roll off the throttle and take some pace away until you get some confirmation of exactly what lies ahead. If you are aware, you learn quickly and can read changes in the ground and obstacles before you approach them too fast.

Stand up over the rough stuff and take opportunities to rest when the terrain is smooth. That's when you can sit down and take some weight off your legs, as you might need that strength later in the day.

DON'T OVERLOAD YOUR BIKE

Riders overloading their bike is something I see all the time and I'm sure it's a reason people encounter problems on big trips. You really have to pack smart, which means sharing tools and spares amongst the group. Remember, you don't need everything. Then think about where you position your luggage. You need to be able to move around on the bike, so don't restrict your rearward movement with bulky luggage over the pillion seat.

Try to ride light on the bike to help conserve your energy and to reduce the chances of crashing or damaging your bike.

XXXX
WESTERN STAR
HOTEL

Hydration on a long day's ride is vital, but leave the alcoholic drinks until the end of the day.

The Australian outback is a vast and massive place and you need to have a plan sorted for you and your bike to get you all the way to your destination – and then back again.

Fit good tyres before a big trip and be sure to always carry tyre repair equipment with you. You should also learn to ride with mechanical sympathy, which means taking it easy on your bike so as to give it every chance to get through the distance without any issues. It's all about getting you and your bike to the destination and back again.

BRAKING SKILLS

When it comes to dealing with unforeseen issues on the track, you need to know how to reduce speed quickly and efficiently. Riders who can wash off 50km/h very quickly will have a huge advantage over riders who can't. So practise your braking skills! These need to be instinctive, otherwise it won't help you when you need these skills the most.

USE YOUR BODY

When travelling at speed there will always be times when you will hit obstacles. If you don't know how to use your body to take the sting out of impacts, you may crash or damage your bike's wheels or suspension. A lesser skilled, static rider can hit an obstacle at 50km/h and cause damage. A rider with good impact absorption technique can hit the same obstacle on the same bike at 100km/h and glide over it. Don't blame your bike, as the rider is the key in these situations.

BE PREPARED

There is no excuse for not preparing for a big outback adventure ride. This is especially true if you are not normally fit. If you put in the effort and gain some fitness, it will be like a secret weapon to you. For some riders eight hours on the bike is a nice bit of therapy, but for others it's more like a solid session of boot camp. Riders need to know how to manage fatigue, read the condition of their own body, know when they are losing their edge and have the awareness to do something about it before things go pear-shaped.

HYDRATE OR ELSE

Unless you have a lot of riding experience or a background in endurance sports, most people are not good at staying hydrated. In fact, most people wait until they are already dehydrated before they even think about doing something about it, and then it's probably too late. If you are kitted up in good riding gear and piloting a bike on and off road, chances are you should be drinking three-plus litres of water a day.

SNACK TIME

You should also try to eat well when you can. You wouldn't put crap fuel in your bike, so try to be good to yourself too. It may take a little bit of planning, but always having some small snacks on board can really make a difference. Whether it's dried fruit, trail mix, salami, whatever, it doesn't really matter. Just being able to have a small snack regularly through the day is a great way of staying on top of fatigue.

You should also avoid eating nothing but then having a massive lunch, as you won't be on top of your game while trying to digest a big pub meal.

STRETCHING OUT

Spending long periods of time on a bike isn't natural, so your body can tighten up and you can lose your agility. One thing I really push when training riders is to get people to relax on the bike while riding. A tight, stiff and tense rider has no chance compared to a relaxed and agile rider who can move around on the bike to maintain balance when the bike starts getting unhappy in rough terrain or sand, for example.

SUCCESS NOT DNF

Finally, be a success story on every ride, not a DNF. Every time I hear about an outback adventure that doesn't work out, it makes me sad. Smart riders finish rides, whereas unlucky riders almost always didn't ride to the conditions. — Miles Davis **AAB**

T7 SUSPENSION

Over the past four years the Professor has tweaked and tuned more Ténéré 700 forks and shocks than we've had buckets of KFC. But what's in store with the much-updated 2025-model T7? He dived deep inside the new bike's fork and shock to find out.

STORY & PHOTOGRAPHY **CLIVE WARD/MOTORCYCLEBIZ**

Ever since Yamaha's much-updated 2025-model Ténéré 700 arrived in Australia, I've been keen to get one in the workshop and dive deep inside the bike's suspension. Why? To see for myself if all the claims about the bike's upgraded fork and shock actually match up to reality. So let's get into it.

MARKETING SPEAK

Okay, here's what Yamaha had to say on the subject of the '25 model's suspension:

"The 2025 Yamaha Ténéré 700 has a fully revamped suspension with significant upgrades, including fully adjustable front and rear suspension for preload, compression, and rebound. The KYB front fork now has tool-less preload adjustment and revised internals, while the rear shock features a new linkage and a remote tool-less preload adjuster, offering a firmer and more capable ride with better resistance to bottoming out."

Taking all that onboard, let's break down each of the updates and see exactly what has changed compared to the '20 to '24 models.

FRONT SUSPENSION

Up front is a KYB 43mm inverted fork that is fully adjustable for preload, compression and rebound damping. The major change for 2025 is the addition of a preload adjuster to the fork, which is a useful addition. But it does require a 14mm spanner to adjust, so it's not tool-less, and offers 10mm of extra preload.

As for "revised internals", this usually means a shim stack change, and after pulling down the forks we did in fact find a slight change to the rebound shims stack, while the compression piston stack is unchanged. The bike we tested had 5.8Nm fork springs in it, which suit riders up to around 85kg in weight. The damping curve on the dyno showed only minor damping changes, with slightly lower rebound damping at the lower velocities. Front suspension travel remains at 210mm.

Yamaha also claims the following: "Internal improvements: revised internals with trickle-down technology from the World Raid model, including a slightly longer internal spring and more oil." However, I beg to differ on this claim.

Our research found the fork springs are shorter than the previous model, by 10mm, to now be 412mm, to accommodate for the preload adjuster. While the internal cartridge is still the same 20mm cartridge earlier-model T7s had, the World Raid ran a completely different 24mm cartridge. I think the only trickle-down is the World Raid came with a preload adjuster on the forks, which is now on the '25 model T7.

REAR SUSPESNION

With regards to the bike's rear suspension, Yamaha says:

"**Adjustability:** Remote preload adjuster and adjustable low-speed compression and rebound damping.

"**Preload:** Tool-less remote preload adjuster for quick changes.

"**Travel:** 200mm for the standard model.

"**Internal improvements:** Similar internal tweaks as the fork, with a larger internal spring and more oil.

"**Linkage:** New progressive linkage design that increases suspension stroke and reduces the chance of impacts on the linkage itself."

So the travel hasn't changed, the preload adjuster is the same, and the shock main piston is the same. But what is the reference about an internal spring? There is no internal spring, but the compression base piston, which allows oil through to the canister, is larger. It has bigger ports and a better adjuster, plus the canister is also larger and therefore holds more oil. These are good changes.

The rear spring tested at 68Nm, which is a big increase over earlier-model T7s, which ran a 57Nm spring. The new shock is also longer at 250mm compared to the previous 242mm unit.

Damping levels again were very similar to the previous model, although the shim's stacks are quite different.

As for the new linkage, it greatly improves the leverage ratio which, combined with the higher rate spring, is also a very good change.

Further, Yamaha also states:

"**Overall performance firmness:** The suspension feels firmer and more active, significantly improving the bike's ability to handle obstacles without bottoming-out.

"**On-road/off-road feel:** It provides a more planted feel when riding fast over rough terrain and less deflection when riding slowly.

"**Front brake performance:** Reduced front-end dip during hard braking.

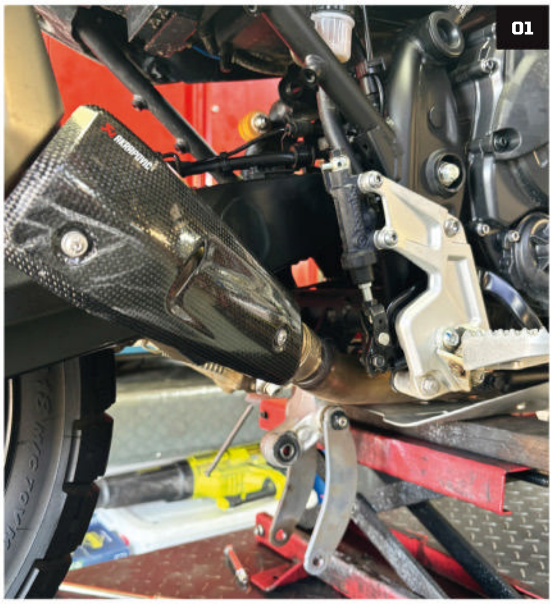
"**Load-carrying:** Better performance when carrying luggage or a passenger, thanks to the ability to adjust preload."

Spring preload adjusters atop the fork legs are a very handy feature for the '25 model.

No denying the Professor has been deep inside the new T7's fork and shock.

Cleared for take-off! So get ready for landing. And the good news is boosted suspension components help the 2025 Ténéré 700 to better handle landings from big jumps. Photo: Leon Cutts/TAR Media.

2025-model Ténéré 700 perched high atop the MotorcycleBiz workstand.



01: Revised linkages play their part in helping to improve the T7's rear suspension action. **02:** Spring preload adjuster on the rear shock is an extremely handy feature. **03:** The T7 shock cops a workout on the shock dyno.

PROOF IN THE PUDDING

After riding the bike, I agree with Yamaha's claims. The improved spring rates at both ends and the changes to the leverage ratio via the new linkage have made for a significant improvement. And just for the record, I weigh in at 95kg.

I do believe aggressive riders will once again find the limits of the suspension pretty quickly, but this will easily be corrected by any good suspension tuner.

Overall, the 2025 model offers a much better out-of-the-box setting, which will work well for many riders in its standard form.

TRY THIS

Finally, after riding and testing the new bike, here are the suspension settings we recommend for the 2025 model T7, so give them a try for yourself:

+ **Fork preload:** 3 turns on.
+ **Fork rebound:** 12 clicks out.
+ **Fork compression:** 8 clicks out.
+ **Shock preload:** 13 clicks on.
+ **Shock rebound:** 12 clicks out.
+ **Shock compression:** 12 clicks out.

AAB

PP Logo Black.psd

PAPER POCKET

Gifts for everyone

ONLY
$20
RRP

2026

Calendars
& Diaries

ADVENTURE BIKE
2026 CALENDAR

BEST OF BRITISH Motorcycles
2026 CALENDAR

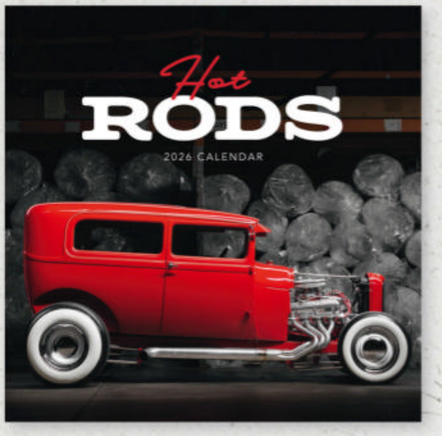
Performance FORDS
2026 CALENDAR

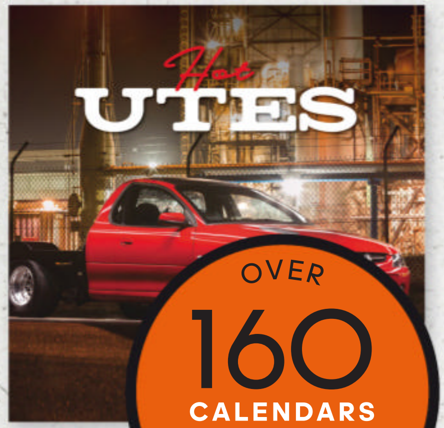
Hot MUSTANGS
2026 CALENDAR

2026 CALENDAR
MOTOCROSS

Harleys
2026 CALENDAR

BIG RIGS
2026 CALENDAR


Hot RODS
2026 CALENDAR



OVER
160
CALENDARS
& DIARIES
available now

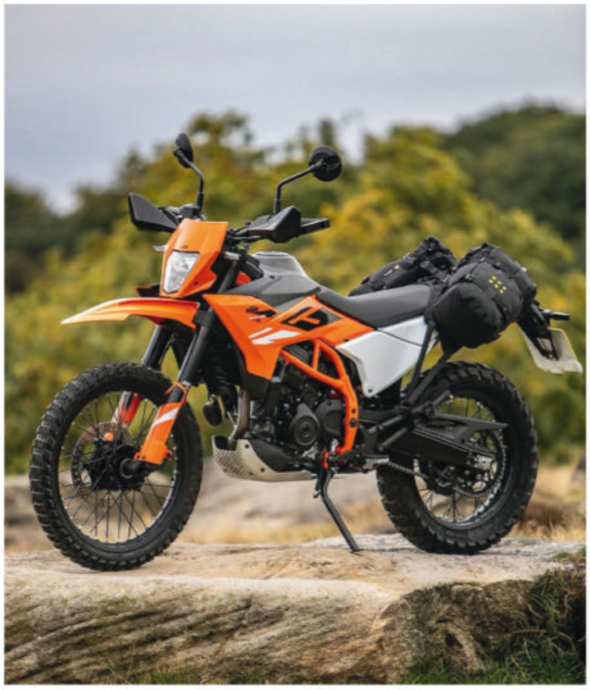
SHOP THE FULL RANGE AT **paperpocket.com.au**

INSTA ADVENTURE

When you're not actually on the trails taking it all in for yourself, there's no better way to stay plugged in to the freedom and fun of riding than through other people's stories in real time. Instagram is the perfect platform for sharing ADV content and each issue we'll share some of our favourite posts from outstanding accounts that make us smile, make us laugh or make us wish we were there!

@klimmotorcycle
Friends don't let friends settle. Tag the one who introduced you to KLIM. #KLIMLife

@chasing_beer
We learn every day! Bolivia Carnival – it is important to make sure your drink in hand complements your Carnival outfit!



@kriegaaustralia
The Kriega OS Base Dirtbike is a great fit for the new KTM 390 Enduro and Adventure. Choose between 6, 12 and 18 litre OS packs for the sides, with the option to run extra luggage across the back. This rackless luggage system shares the bike's lightweight, rugged, go-anywhere attitude.

Police
HIGHWAY PATROL
Police

@mrrossnoble
Big hello to everyone I met at the launch of Motorcycle Awareness Month in Melbourne. Especially Brett from Victoria Police who pulled me over nine years ago on a country road. Luckily not for speeding. Checking riders were not riding tired on long windy roads. He even let me get a photo of his bike. Could have been awkward.

ARCTIC OCEAN
NUNARYUAM QAANGANI TARIUQ

@adventureriderradio
Ever wondered what it's like to ride an event like ADV-X, and what it takes to make it work? Listen in with Ryan Austin (Enduro Park Canada) and rider voices from the trail.

@motorcycleadventureproducts
Google Maps said: 'Arrived at your destination.' But I'm not so sure.

@cfmoto_motorcycles_australia
The 450 MT stepped up to the challenge at @redbullromaniacs – this time in the brand new Adventure Ultimate class. No walk in the park. No easy lines. Just real adventure bikes, real riders and seriously gnarly terrain.

@william_the_convict
Ticked off another must-do: the Tunnel! Great day had, thanks to some awesome legends.

@alpinestarsmx
Simply unstoppable! All eyes on the man of the moment @danielsanders_11 the new 2025 Rally Raid World Champion. A flawless year and Chucky wraps up the title with a round to spare for his first world championship. Congrats mate!

@phil.lalor
Slippery concrete causeway on the Upper Turon River. Things were going well, until they weren't. A slow speed fall, the protection of the OEM crash bars and the AltRider cylinder head covers doing their job.

@australianadventurebikemag
Feel free to tag us into anything you post and you may well end up leaping from the screen to the page!

REV UP THE ACTION ALL YEAR WITH THIS
SPECIAL OFFER

Subscribe now and receive bonus 2026 wall calendars

BEST OF BRITISH
Motorcycles
2026 CALENDAR

Harleys
2026 CALENDAR

2026 CALENDAR
MOTOCROSS

ADVENTURE
BIKE
2026 CALENDAR

RRP $20 EACH

High-speed energy is captured superbly in these 2026 motorcycle wall calendars. Featuring some of the most epic bikes and their riders, they will delight octane-fuelled fans all year long.

THE PERFECT GIFT IDEA

CALL 1300 303 414 OR VISIT UNIVERSALSHOP.COM.AU TO TAKE UP THIS OFFER TODAY

AUSTRALIAN ADVENTURE BIKE MAGAZINE
BIG RED TO THE BUSH
2025 BMW SAFARI GS ENDURO
ISSUE 36
UNIVERSAL
KAWASAKI KLE500: TEAM GREEN TAKES AIM ON THE SMALL-BORE ADV WARS
BACK TO THE FUTURE: BMW REWRITES THE RETRO RULEBOOK WITH THE R 12 G/S
TEAM SPIRIT: FUN & GAMES AT THE CFMOTO MT CHALLENGE GLOBAL FINAL
THE DEVIL'S WORK: A RIDE TO REMEMBER WITH TASSIE DEVIL ADVENTURE BIKES
GETTING DIRTY: HIGH TIMES & HI-JINX AT THE ADVENTURE MOTO DIRTY WEEKEND
THE DUSTY LIZARD: MOSKO MOTO'S RECIPE FOR A GOOD TIME ON TWO WHEELS

12 ISSUES OF

Australian Adventure Bike magazine

RRP $179.40

PLUS YOUR CHOICE OF

two 2026 wall calendars

RRP $20 each

FOR ONLY $140

SAVE $79.40

OFFER CODE: UAB36
EXPIRY DATE: 16TH MARCH, 2026

AUSTRALIAN ADVENTURE BIKE MAGAZINE

TICK BOX TO SUBSCRIBE

I wish to receive:

☐ 6 issues of *Australian Adventure Bike* magazine PLUS 1 choice of a 2026 calendar
  ☐ Best of British Motorcycles ☐ Harleys
  ☐ Motocross ☐ Adventure Bike

ONLY $75 (SAVE $34.70)

☐ 12 issues of *Australian Adventure Bike* magazine PLUS 2 choices of a 2026 calendar
  ☐ Best of British Motorcycles ☐ Harleys
  ☐ Motocross ☐ Adventure Bike

ONLY $140 (SAVE $79.40)

MY PERSONAL DETAILS

*Mr/Mrs/Miss/Ms First name:
*Surname:
*Address:

*State: *Postcode:
*Daytime telephone: ( )
*Email:

** required*

GIFT SUBSCRIPTION TO

Mr/Mrs/Miss/Ms First name:
Surname:
Address:

State: Postcode:
Daytime telephone: ( )
Email:

PAYMENT OPTIONS

Cheque/money order for AU$

(Please make cheques payable to Universal Magazines Pty Ltd)

Please charge my: ☐ American Express ☐ Diners ☐ MasterCard ☐ Visa

Card number: Expiry date: *(must be included)*
Cardholder's name:
Cardholder's signature:

SUBSCRIBING MADE EASY

☎ **1300 303 414**
and quote the code UAB36

UNIVERSALSHOP.COM.AU
and enter the code UAB36

@ **SUBSCRIPTIONS@UMCO.COM.AU**

✉ **SEND COUPON NOW**
Subscriptions Department,
Reply Paid 75687,
North Ryde NSW 1670

(02) 9805 0714

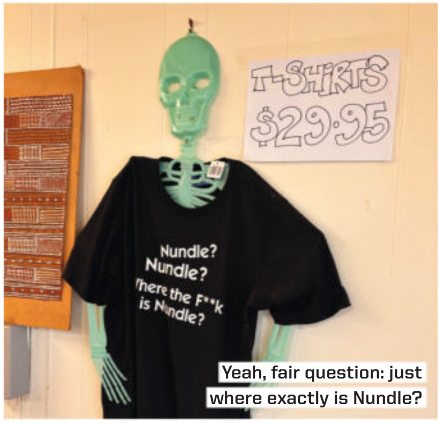
T&Cs: Subscriptions will commence with the first available issue. Existing subscriptions will simply be extended. Free gifts arrive separately to the magazine subscription and are sent as soon as possible. Free gift offers do not apply to subscribers currently on the Easy Payment Plan. Offer open to Australian residents only. By subscribing you acknowledge that you understand that 'tip-ons' and gifts or bonus issues that may be available with non-subscriber copies of this magazine may not be provided to subscribers and is at the discretion of Universal Magazines Pty Ltd. The Promoter shall not be liable for any loss or damage which is suffered or sustained (including but not limited to, indirect or consequential loss) or for personal injury which is suffered or sustained as a result of taking part in this or any other gift offer. By subscribing, you consent to receive any direct marketing material including emails which inform the recipient of the Promoter's other publications, products, services or events and to receive promotional material from third parties. Please tick the box if you do NOT wish us to use this information for the purposes stated above ☐ This offer is only available while stocks last, or until expiration date.

Orange army! It was smiles all round at KTM's Australia's national media launch of the new 390 Enduro R and Adventure R. Photo: WilkoPhoto.

MEMORY CARD

The good, the bad and the ugly behind the scenes of what goes on at *Australian Adventure Bike* mag.

Gulsah was all smiles when she made it to the Sydney Harbour Bridge. It's a long ride from Turkey!



Yeah, fair question: just where exactly is Nundle?

When Llel Pavey talks riding tips at the Dirty Weekend, it pays to listen! Photo: Alex G-M.

You bet Mel Wallace was rapt to win an Ultimate Adventure Moto NZ ride at the Dirty Weekend. Photo: Alex G-M.

BIRDSVILLE TOURIST PARK
BIRDSVILLE LODGE
BIRDSVILLE COURTHOUSE EXPERIENCE
WIRRARRI VISITOR INFORMATION CENTRE
WELCOME TO
BIRDSVILLE
YOU MADE IT!
thediamantina.com
WHAT'S ON
APR
MAY
JUN
JUL
AUG
SEP

The BMW Safari GS Riders sure were rapt to make it to Birdsville. Photo: MotoDevelopment.

Cheers, mate! Quenching one's thirst after another day on Safari. Photo: MotoDevelopment.

The NEXX generation. Robbo and Clubby compare notes on their X-Wed3 helmets. Photo: WilkoPhoto.

Smiles all round on the eve of the BMW Safari GS Enduro. Photo: MotoDevelopment.

No flies on MD!

The PUB IN THE PADDOCK
(ST. COLUMBA FALLS HOTEL)

When you drop in at the Pub in the Paddock with the crew from Tassie Devil Adventure Bikes, be sure to take one off the wood with Priscilla.

DIESEL
KTM
14
MICHELIN

Classic iron! The KTM 620 Rally Heinz Kinigadner rode to victory in the 1995 Paris-Beijing Master Rallye.

The Darcinator, the Geeza and Wiggy talk T7 tech.

RALLY RAID
PORTUGAL
2025
DANIEL SANDERS
Red Bull
KTM

Behind every great man is an even greater woman. Photo: Edo Bauer/KTM.

For a bloke who carries no tubes or tools, the Darcinator always seems to luck out with generous locals.

From sunrise to sunset, Boothy and Urky set the pace at the BMW Safari GS Enduro. Photo: BMW Motorrad Australia.

There was snow going back atop Jacobs Ladder for Toby and Brad on the Tassie Devil Adventure Bikes ride.

The TDAB boys don't let a few fallen trees block the path!

Precious metal! It stills blows us away that Honda doesn't make a production version of the Monster Energy Honda HRC team rally racer.

Clubby and Wilso know how to start a ride right: by taking one off the wood!

GEAR & GADGETS

What's new around the shops and in the shed? Let's take a look at the latest gear & gadgets.

NEXX X.RALLY HELMET

The new X.Rally helmet from Nexx pushes the envelope in helmet technology for rally, adventure, enduro and street riding applications. Made in Portugal, it weighs just 1,350 grams and meets latest ECE 22-06 safety standards.

+ Three shell sizes and five EPS liners for optimal fit.
+ Photochromatic and clear shields included, along with a Pinlock 200 system.
+ Nine intake vents and four exhaust vents for maximum airflow.
+ Chin and top camera mounts included.
+ Universal comms compatible.
+ Integrated side crash bumpers.
+ Replaceable crown and cheek linings for customisable fit.

RRP: $1,295

www.nexx-helmets.com.au

AIROH AWC4 INTERCOM

Airoh AWC4 is a compact, helmet-integrated Bluetooth intercom co-developed with Interphone, built for group rides without spoiling your helmet's fit or aerodynamics. It links up to four units with HD audio so you can take calls, follow GPS and share music using glove-friendly controls.

+ Up to 500 metres intercom range.
+ Bluetooth 5.1 with HD speakers and clear audio.
+ Separate battery, up to 15 hours talk time.
+ IP67 water and dust resistance.
+ Ergonomic, glove-friendly controls and seamless Airoh fit.

RRP: $399.95

www.motonational.com.au

MOTOPRESSOR MINI PUMP V2

MotoPressor
miniPUMP

The MotoPressor Mini Pump V2 is a 12-volt plug-in tyre inflator. This pump is small, measuring just 90 x 35 x 81mm and the whole kit weighs just 503 grams. It's so small and convenient you will barely know it's there in your kit. Perfect!

+ Will pump between 3 and 130psi and will inflate a 150/70 R 18-inch tyre or 90/90 F 21-inch tyre in less than 5 minutes 30 seconds.
+ Set and save three preset tyre pressures.
+ Pump automatically shuts off when preset pressure is reached.
+ Kit includes an inflation hose, battery lead and alligator clips with an SAE connector, a zippered EVA storage case and operating instructions.

RRP: $139.95

www.rockycreekdesigns.com.au

KRIEGA ROLLPACKS

Not all rollpacks are created equal! It's the details that make certain products stand out from the crowd. When it comes to rollpacks, Kriega's are loaded with features that deserve your attention.

+ 100 per cent waterproof as they're made from Cordura with a removable internal waterproof liner.
+ Waterproof liners are easily replaceable when needed.
+ Mounting straps are integrated with the bag so you can't lose them.
+ Dual end openings for easy access.
+ Choose from 20- or 40-litre sizes in a choice of five colours.
+ Kriega's ten-year guarantee included.

RRP: From $245

www.kriega.com.au

HELD PRO X AIR MESH JACKET

Summer is here right now, so choosing riding gear that offers cooling airflow is a must. Held's latest Pro X Air Mesh jacket offers a feast of air flow to help keep you cool, while still keeping you protected.

- Outer shell constructed from Airguard 400D with a breathable Heros-Tech mesh fabric liner.
- 3D air mesh panels at the back promote air circulation.
- EN 17092 certified protection with included shoulder and elbow protection and optional back protector.
- Includes external pocket, back pocket, thumb loop and mesh material in the front, back and arms.
- Available in black and grey colours and sizes S through 5XL.

RRP: $399

www.migmotorrad.com.au

NELSON RIGG TRAILS END RIGGPAK CRASH BAR/ TAIL BAG

From the theory that says you can never have too many stowage places on your adventure bike comes this super-handy Trails End bag from Nelson Rigg, tailor-made for mounting to your bike's crash bars or rear end. It's the perfect place for stashing those bits and pieces you need on every ride.

- Crafted from Ultramax fabric with maximum UV protection.
- Seven litres' capacity.
- Fits most crash bars, luggage racks and seats.
- Universal mounting system with hook and loop straps, or quick-release buckles.
- Integrated Molle system.
- Optional waterproof liner available separately.

RRP: $89.95

nelsonrigg.com.au

MOTOREX MOTO CLEAN PLUS

Moto Clean Plus is the most powerful motorcycle cleaner Motorex has to offer. It includes an optimised formulation that provides an exceptionally thorough clean that will help make your bike look like new again.

- Meets biodegradability OECD 302 standards.
- Low pH levels (8.9/14) so it's gentle on hands and surfaces.
- Formulated for strong dirt breakdown and mud penetration for an intensive cleaning effect.
- Available in one-litre or five-litre sizes.

RRP: 1 litre $29.95; 5 litre $99.95

www.a1accessory.com.au

FALCO TERREX BLACK BOOTS

Built for serious off-road, enduro and adventure use, the Falco Terrex boots combine a durable micro-synth chassis with a waterproof High-Tex liner for confidence in all conditions. The ESO-Motion 2 articulation supports natural movement, while robust external armour and secure multi-buckle closure keep you planted and protected when the terrain turns rough.

- D3O ankle protection for superior impact absorption.
- Reinforced toe and heel areas for extra durability and safety.
- Alu-buckle closure system for a secure, adjustable and easy fit.
- High grip rubber sole for stability on all surfaces.
- CE-certified protection.

RRP: $549.95

www.motonational.com.au

GASGAS CASUAL & FUNCTIONAL RANGES

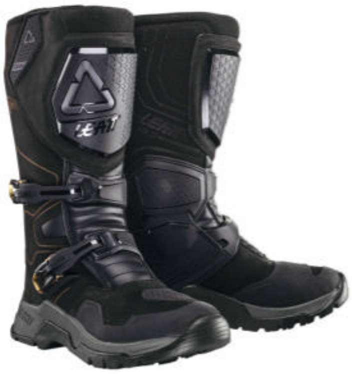
GasGas has unveiled its all-new and biggest ever Casual Collection! Designed to make you look and feel amazing while you're away from the tracks and trails, the entire range oozes unmistakable GasGas style to keep you looking fresh. Then when it comes to the Functional Apparel range, it's all about new styles, classic lines and essential accessories!

+ Casual Collection includes no less than 18 unique styles, including T-shirts, sweaters, jackets, caps and even socks.
+ Made from quality comfortable fabrics with high-end prints.
+ Functional Collection is designed to suit trail, enduro, trial and moto riders.

+ Available in a huge range of designs and full line of adult and kids sizes.

RRP: See your dealer for details
www.gasgas.com

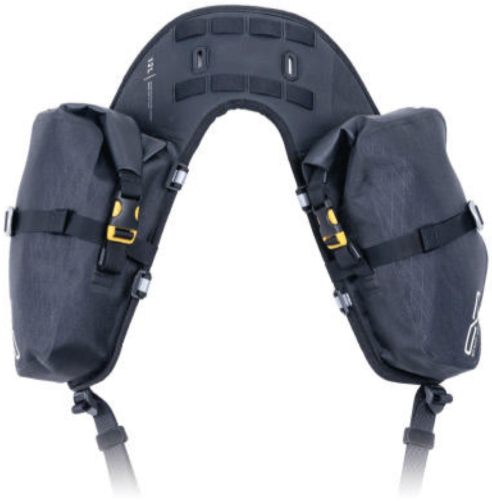
LEATT 7.5 ADV HYDRADRI BOOTS



The Leatt 7.5 ADV HydraDri boots combine extreme comfort and exceptional dryness for long rides. Made with durable Nubuck leather, these boots feature the innovative HydraDri EVO membrane from the Leatt Lab for optimal waterproofing and breathability.

+ Great comfort and fit even for wide feet.
+ Forged aluminium buckles combine with the upper auto-locking one-way sliding closure system for perfect fit.
+ Shaped toe box for easy shifting.
+ 3DF impact foam protection in the ankle area.
+ ADV pattern sole for great grip on and off the bike.
+ US sizes 7 through 13 available.

RRP: $649.99
www.leattmoto.com.au

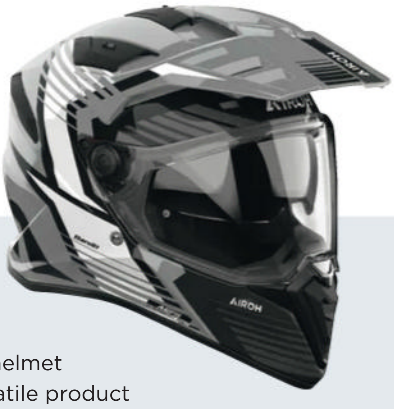


GIANT LOOP MOJAVI SADDLEBAG

The Mojavi saddlebag is Giant Loop's lightest and slimmest setup for carrying essentials on aggressive off-road rides. It's perfect for carrying inner tubes, tools, fluids, snacks and other ADV riding necessities.

+ Waterproof roll-top design.
+ 12L volume.
+ Constructed from rugged Bomb Shell material with military-spec fasteners.
+ Highly abrasion-resistant webbing.
+ Coated fender hooks and Pronghorn strap included for easy mounting.
+ Hot Springs aluminium heat shield also included.

RRP: $519
www.whitesmoto.com.au



AIROH BANDIT HELMET

Airoh's new Bandit helmet is an extremely versatile product that can be used with or without the peak based on travel needs. It's two helmets in one, to always be ready and reactive to face any adventure in total safety, without compromising on aesthetics thanks to its captivating style and unique design.

+ Thermoplastic HRT construction utilising two shell sizes.
+ Visor offers a wide field of view.
+ Minimised risk of fogging with the supplied Pinlock 70 Max Vision lens.
+ Cutting-edge ventilation system for complete comfort.
+ Latest-generation inner linings made from highly breathable fabrics.
+ Choose from sizes XS to 3XL, in matte black or spicy red gloss or spicy grey gloss or horn gold matte colours.

RRP: Matte black $449.95; colours $499.95
www.motonational.com.au

MACNA DOMANE JACKET

One jacket for all locations in any circumstances, especially the adventurous ones! The Macna Domane jacket is ready for four seasons: cold riding conditions are covered by a detachable Raintex membrane and detachable thermal liner, while hot riding conditions are catered for by the large ventilation panels on the front, back and arms.

+ Durylon, Fybrex and Ripstop material construction.
+ CE AA rating.
+ Shoulder and elbow protectors included.
+ Chest, back and sleeves feature air-flow panels.
+ Width adjustment on waist, hoodie, lower and upper arm and cuff.
+ Sizes S through 3XL available.

RRP: $699.95

www.linkint.com.au

MOTOREX MATT CARE

A special wax-based, matte protective spray for the perfect finish after cleaning. Provides a lasting matte protective film on paintwork, plastic and carbon with a beading effect and anti-static properties.

+ Premium wax-based formula.
+ Fast acting and quick to dry.
+ Forms a durable matte protective film on paintwork, plastics and carbon.
+ Biodegrable (OECD 302).

RRP: $22.95

www.a1accessory.com.au

ANDY STRAPZ HISTORIC REGO POUCH

If you've got as many historic bikes as we do, you will constantly be hunting around for the right rego papers and log books each time you want to go for a ride. Clearly seeing the need to get this exact issue organised, Andy Strapz has come up with this handy historic rego pouch.

+ Made from Andy's tough-as-nails 17oz canvas.
+ Clear front sleeve with reflective trim.
+ Includes space to carry a pen.
+ Velcro strap allows it to be mounted to the bars or mirror.
+ Always know where your rego papers and log books are.
+ Available in singles, three-packs or six-packs.

RRP: $25 each; three for $68; six for $135

www.andystrapz.com

JNS DR/DRZ HEADLIGHT GUARD

This new guard from JNS is designed to protect your Suzuki DR/DRZ headlight from rocks, branches and any road/trail debris kicked up by other bikes. And let us tell you, you don't want to know what replacing a busted headlight beam will cost … ouch!

+ One-piece laser-cut steel construction.
+ Finished in powder-coated black.
+ Proudly manufactured in the USA.
+ Mounting hardware included.
+ Fits 1996-model onwards DR650s, 2000 to 2025 DRZ400s and all DRZ250 models.

RRP: $119.95

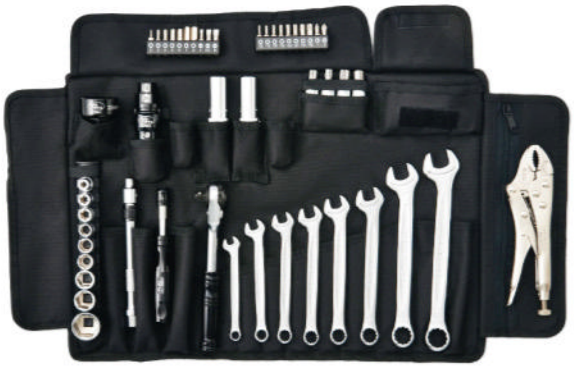
www.adventurebikeaustralia.com.au

ADVWORX CO2 CYLINDERS

These replacement CO2 cylinders are perfect for your workshop or garage and can be used to replenish the canisters used in a trailside flat tyre repair.

+ Keep them stashed in your bum-bag or tool-kit until required.
+ So much faster to air-up a flat tyre repair than a traditional hand pump.
+ Each cylinder offers 16 grams of capacity.

RRP: $8.50 pack of three
www.adventuremoto.com.au



MOTOHANSA CFMOTO PRO SERIES TOOL-KIT

It's no surprise that Motohansa continues to expand the range of specialist tool-kits it offers, with the new gear headlined by this tool-kit that is specifically designed for CFMOTOs. It's got the tools you need to handle routine service tasks.

+ Includes seven-piece wrench set, 8mm to 17mm
+ 23 pieces bits sets, flat, Phillips and T bits.
+ High-torque ratchet with adjustable length handle and bit holder.
+ Multi-function T-bar bit driver and socket set.
+ 14mm and 16mm spark plug removal tools.
+ 3/8" drive and 21mm socket for rear axle removal.

RRP: $375
www.motohansa.com.au

ZETA -30MM LOWERING LINK FOR HONDA CRF300L/RALLY

It's amazing how much more confidence inspiring a bike can be to ride when you can comfortably get your feet down to the ground. But if a bike you are sizing up stands a little too tall, don't despair. A lowering link can bring that seat height down and get your feet back on the ground.

+ Zeta's huge range includes this lowering link specifically designed to suit Honda's popular CRF300L and CRF300L Rally models.
+ Will lower the bike's seat height by 30mm.
+ Constructed from 7000-series aluminium alloy.
+ High-level laser finish.
+ Bolt-on design, requires only changing a stock link rod.

RRP: $229.95
www.monzaimports.com.au

TOURATECH DISCOVERY WATERPROOF LUGGAGE SYSTEM

The Discovery is Touratech's universal soft luggage alternative to the ZEGA pannier system. Without a pannier rack, this luggage system fits on almost any motorcycle and mounts easily with four straps.

+ Two waterproof slide-in bags easily hold up to 25 litres of luggage each.
+ Two additional pockets with roll closures offer 15 litres of extra volume.
+ Three rows of straps in the middle section of the system allow you to tie down a rack pack, tent, sleeping mats or other luggage.
+ Designed for solo adventurers but in an emergency a pillion can ride with you.

RRP: $459
shop.touratech.com.au

DRC HYBRID RAMP

DRC SHORT 1.8M FOLDING LOADING RAMP

For those times when you have to load your bike for transporting, nothing is more compact and convenient than the DRC 1.8 metre folding loading ramp. As the name suggests, it folds in half to save on valuable space when not being used.

+ Lightweight aluminium alloy and nylon tube/plate construction.
+ 20cm wide.
+ Tongue on top end makes for sturdy mounting to your truck bed.
+ Rated to take up to 190kg weight.
+ Extremely compact when folded.

RRP: $179.95

www.monzaimports.com.au

YAMAHA
RACING
RACE GIFT SET

YAMAHA RACING GIFT SET

What do you get the Yamaha fan that seemingly has everything? A Yamaha Racing Gift Set, but of course. It's the perfect gift for lovers of the bLU cRU.

+ What a ripping gift idea for true fans of Yamaha Racing!
+ Contains a lanyard, neck tube, key ring and also a water bottle.
+ All items feature Yamaha Racing branding and Yamaha's Racing blue colours.

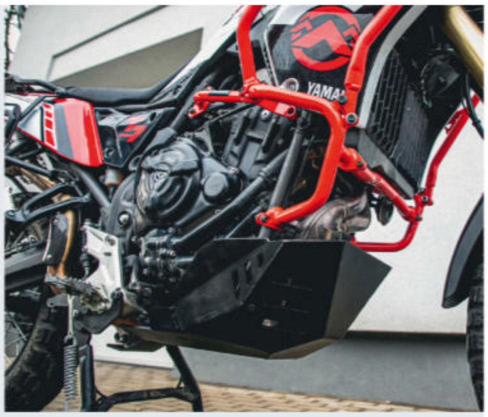
RRP: $76.95

www.yamaha-motor.com.au

OUTBACK MOTORTEK TÉNÉRÉ 700 & WORLD RAID SKID PLATE

When you need to get serious about protecting the undercarriage of your T7 or World Raid, Outback Motortek has you covered with this comprehensive skid plate, which also offers protection of the bike's rear suspension linkages.

+ Protects crucial areas of the engine, including the oil pan, engine case, oil filter and the exhaust headers, as well as the sidestand sensor and rear suspension linkage.
+ Constructed from 4mm thick laser-cut aluminium.



+ Powder-coated for a quality finish.
+ Uniquely designed vent system that has been well thought out.
+ True off-road finishes.

RRP: $556.95

www.adventuremoto.com.au

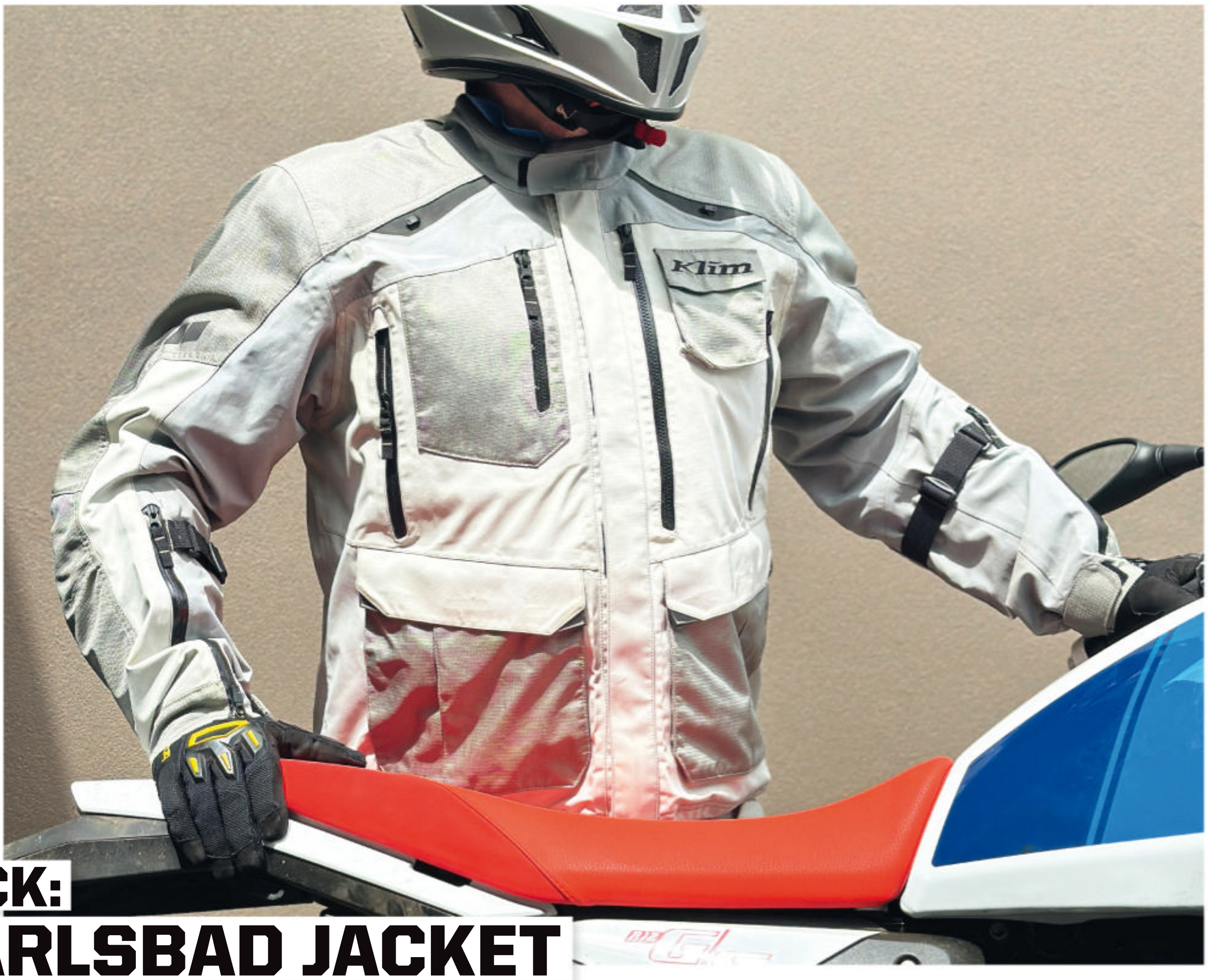
ALPINESTARS TECH 10 ENDURO BOOTS

If maximum protection of your feet is a serious priority when you ride, check out the latest Tech 10 Enduro boots from Alpinestars. The Tech 10 has long been the benchmark boot in motocross, and now the performance and protection envelope has been raised even higher with the Tech 10 Enduro version.

+ Features a completely redesigned sole engineered to offer the ultimate grip for enduro and adventure riders.
+ Frontal flexion control frame and ankle control system offer the ultimate in safety and protection.
+ Slimmer profile for improved comfort and control.
+ Triple-buckle closure system is easier to operate.
+ TPU lower shell and lightweight microfiber upper for additional impact and abrasion resistance.
+ CE-certified protection to EN 13634:2017.

RRP: $929.95

www.monzaimports.com.au



RIGHT: Replacing my long-serving original KLIM Badlands was going to be a big ask, but it's a case of so far, so good with the Carlsbad.

GEAR CHECK:
KLIM CARLSBAD JACKET

I ran a KLIM Badlands jacket for a long, long time. In fact, I had one of the very first Badlands to arrive in Australia back when Wolfy and Adventure Moto first started importing KLIM gear into Australia. That Badlands jacket served me well for ten years, and after a decade of abuse, it was still going strong. So strong in fact that it's now on display at Adventure Moto HQ in Dural.

KLIM's reputation has always been top-shelf and their performance riding apparel has always been quality kit. But it must be said that over the years KLIM's gear has kept going up in price, and with the latest Badlands jacket's price tag approaching $2,000, I checked the options a year ago for a new KLIM jacket and settled on the Carlsbad. It looks awfully similar to the Badlands but is lighter and more comfortable to wear, yet it still offers a Gore-Tex shell that's mated with D3O protection in the elbows, shoulders and back. Plus, KLIM says the Carlsbad actually has the same FPL400 main chassis fabric as the Badlands Pro, so there you go.

The Carlsbad certainly does feel lighter to wear, and I've really come to like that. But I still feel protected, not just with the D3O inserts, but thanks to the twisted yarn overlays on the shoulders and elbows that will help take the sting out of any slides along the ground.

The other feature I like of the Carlsbad is the extensive ventilation on the chest, back and forearms, while the collar tab helps to increase airflow to the upper chest when required. I run pretty hot most of the time, so being able to get air to flow through a jacket on hot days is a must.

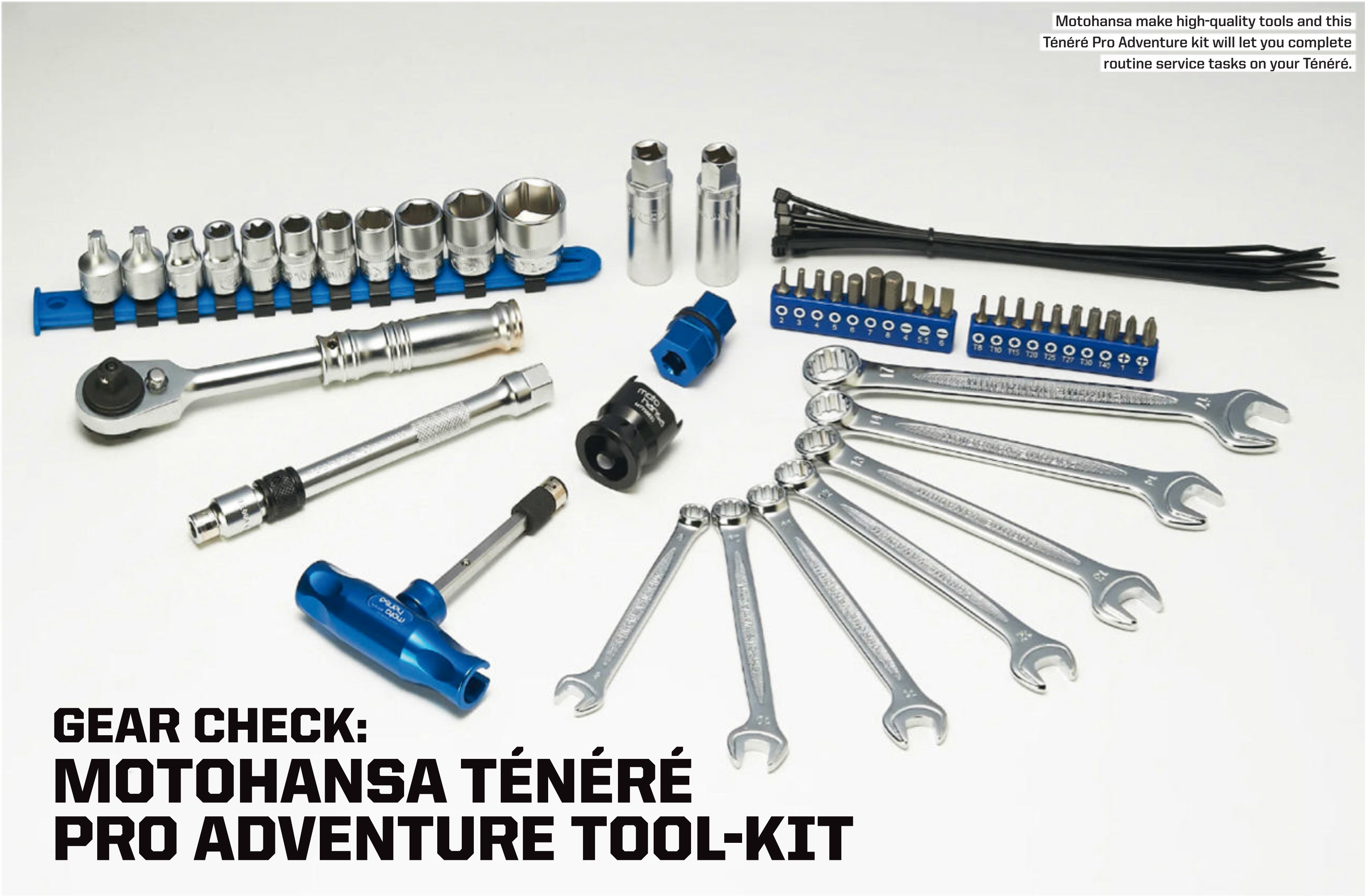
Storage and carrying capacity is also important to me, and with eight external pockets and six internal pockets there are plenty of places to put my bits and pieces that I want to reach quickly. Surprisingly though, there's no rear hip pocket on the Carlsbad, and I really miss that for carrying an extra layer for cold and wet weather conditions, or a spare set of gloves.

When it comes to fit, I've always found KLIM's gear has run on the large size, and this jacket is an XL, which fits me fine, whereas with all other gear brands I have to reach for a 2XL jacket. The bottom hem, Velcro wrist cuffs, neck collar and forearm straps are all adjustable to help get the fit just right.

A year down the track I've also come to really appreciate the Carlsbad's versatility. When the weather's cold you can close all the vents and layer up underneath it to stay warm. Then when it's hot, you can open the vents and get the air flowing through it again. As for the Gore-Tex shell being waterproof, I've been so lucky to only get caught in light showers a couple of times, and both times the Carlsbad kept me dry.

My jacket is the cool grey colour, but there are no less than five colours to choose from, while the Carlsbad is available in sizes S through 3XL. Check the jacket out at Adventure Moto's stores in Sydney and Brisbane, and make sure you ask about their size and fit guarantee, which can help take the risk out of getting the right size when you buy online. — Clubby.

RRP: $1,234.95
www.adventuremoto.com.au



Motohansa make high-quality tools and this Ténéré Pro Adventure kit will let you complete routine service tasks on your Ténéré.

GEAR CHECK:
MOTOHANSA TÉNÉRÉ PRO ADVENTURE TOOL-KIT

The tool-kit comes bundled up in a durable tool roll.

If you're new to owning a Ténéré 700 and working on adventure bikes, you could do a lot worse than starting to kit out your work space with this Ténéré Pro Adventure tool-kit from Motohansa.

Motohansa is renowned for producing high-quality tool-kits for specific bike brands and models, and this Ténéré kit features professional-quality tools that come with a lifetime guarantee. In fact, it's a lifetime no-questions replacement warranty guarantee … impressive!

This kit gives you all the tools required for routine servicing, front and rear wheel removal, spark plug removal, handlebar and lever adjustment, and more. Plus, the tools also come complete with a durable tool roll so you can keep them safely tucked away when not in use.

As for what's included, you can start with the seven-piece wrench set in sizes 8mm through 19mm. Then there's 14mm and 16mm spark plug removal tools, and a multi-step hex front axle tool for getting the front wheel out. For rear wheel removal, there's a specific 27mm Supersocket that is driven by a 24mm socket when fitted on the high-torque 3/8" ratchet that has an adjustable-length handle and bit holder. Further socket sizes range from 8mm to 17mm.

For general maintenance tasks and adjustments, there are two bit sets that cover Phillips and flat head fasteners, plus T fittings from T8 to T55, so all those bases are covered too. A set of multigrips is also part of the package.

Motohansa has a solid reputation for producing quality gear and once you start using these tools you'll soon get a feel for just how good the stuff is. We reckon the multi-function T-bar bit driver is a little ripper, while we've been surprised by just how much force that 27mm Supersocket will take when you're trying to undo a tight rear axle nut.

As you spend more time working on your bike, you will soon discover what further tools you might need and you can add them to your workshop as required. Things like tyre levers if you're going to start to change your own tyres, and staples like pliers and side cutters, hammer, knife and more.

All those items can be added over time to further enhance all the tasks the Motohanse tool-kit will let you get started on. — Clubby.

RRP: $375
www.motohansa.com.au

RIGHT: Kriega's Trail9 backpack is compact and with a Quad-Loc harness set-up it stays high and close on your back.

Klim
Kriega
T9

GEAR CHECK: KRIEGA TRAIL9 BACKPACK

Do you remember when motorcycle riding-specific hydration packs first became a thing? CamelBak can take the credit for bringing an on-your-body hydration system to the dirtbike-riding masses many, many moons ago. And it was a great concept: not only did you have a backpack for carrying those bits and bobs you need quick access to on a ride, but it also carried a fluid bladder, which offered vital hydration while you ride.

Of course, since then the range and style of backpacks and hydration packs for motorcycle riders has absolutely exploded. They now come in all shapes and sizes from myriad manufacturers.

We've been running this Kriega Trail9 backpack over the past couple of years and it's proven to be a quality piece of kit that has stood the test of time, and which has been comfortable to wear by not being massively large and heavy on your back.

Kriega describes the Trail9 as a compact dual-sport/adventure backpack that offers a four-litre capacity waterproof roll-top main body, and a separate five-litre capacity zip-access hydration compartment. Kriega offers a choice of hydration reservoirs that are sold separately, with their two-litre heavy-duty reservoir being one of their top-sellers, priced at $89.

Now, first things first, the Trail9 backpack is indeed compact, and if the size it offers is all you need, perfect. But be advised Kriega also offer a Trail18 backpack that offers double the capacity, so keep that in mind depending on how much gear you need to stash in your backpack.

I've generally used the Trail9 to carry a light rain jacket, small Motohansa tool-kit, wallet, cap, sunscreen, mobile phone and trail snacks, and it's all fitted in sweetly and allowed the roll-top closure to fold over a couple of times to ensure a perfect seal. I've ridden in dust and rain and the gear inside has stayed dry and clean.

If you need a little more capacity, you can stash small things in the hydration compartment, but just be sure there's nothing that might risk puncturing your fluid bladder. Plus, there's an external Hypalon net with elastic cord on the outside of the pack, where you can stash more items.

When it comes to wearing the Trail9, Kriega have got it all going on as far as I'm concerned. It has a Quad-Loc harness set-up that fastens at the front, and the chest strap set-up is such that it transfers the weight of the pack from the shoulders to the chest and body. The design works, simple as that, plus the pack stays nice and high up on your back. And there's a removable waist strap you can use if you want even more stability while riding.

There's an air-mesh back panel that I like as it helps improve rider comfort, while the sturdy grab handle makes it easy to carry when needed at lunch or overnight stops.

The Trail9 is available in black, lime, orange, coyote and multicam black colours, and it comes with that awesome Kriega ten-year guarantee. Check it out at leading bike shops or get more info from the website and order online. — Clubby.

RRP: $279 to $295
www.kriega.com.au

Plenty of room to fit a two- or three-litre fluid reservoir.

The main body has a roll-top closure that is dust and waterproof.

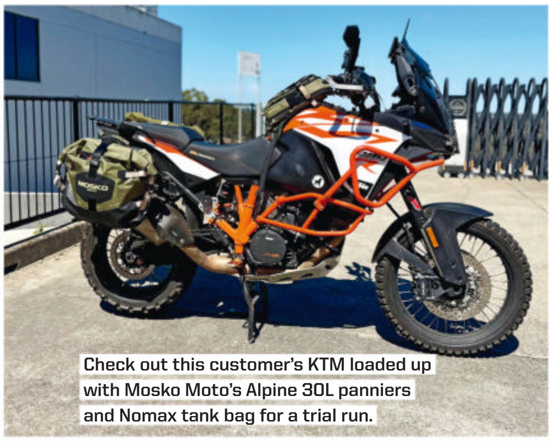
LIFESYSTEMS
Kriega

GEAR CHECK: BIKE BUTLER & MOSKO MOTO TRY BEFORE YOU BUY

The Bike Butler showroom on the northside of Sydney is loaded with Mosko Moto product that you can try before you buy.

When you're getting set to take the plunge and throw down a big wad of cash on new luggage for your bike, it would be awesome if you could actually touch and feel the gear, and maybe even try it, before you have to buy it.

Right then … now's the time to listen up, because The Bike Butler is here to answer your prayers. They've hooked up with leading international luggage brand Mosko Moto and are offering customers an exclusive 'try before you buy' service.



Check out this customer's KTM loaded up with Mosko Moto's Alpine 30L panniers and Nomax tank bag for a trial run.

The Bike Butler is an authorised hire and sales agent for Mosko Moto and the new service allows customers to hire a range of Mosko Moto luggage products and test them before purchasing. The hire fee is then deducted from the final price if you decide to buy. The range of Mosko Moto gear available to try is extensive and includes:

- **Tank bags:** Hood, Pico, Nomini, Gnome and Nomax models.
- **Rackless:** Reckless 10, Trail 16, Reckless 40 and Reckless 80.
- **Panniers:** Alpine 30L and Backcountry 35L.
- **Tail bags:** Alpine 30L and 50L, Hood 24L and Backcountry 30L and 40L.
- **Backpacks:** Wildcat 12L, Apecat 9L Harness and Wildcat Chest Rig.

The Bike Butler will help with sizing and selecting the right Mosko Moto products for you, so you can simply ride your bike in and they will work with you to find the perfect set-up. Then you can hire the Mosko Moto gear for a weekend to make sure the set-up fits your needs.

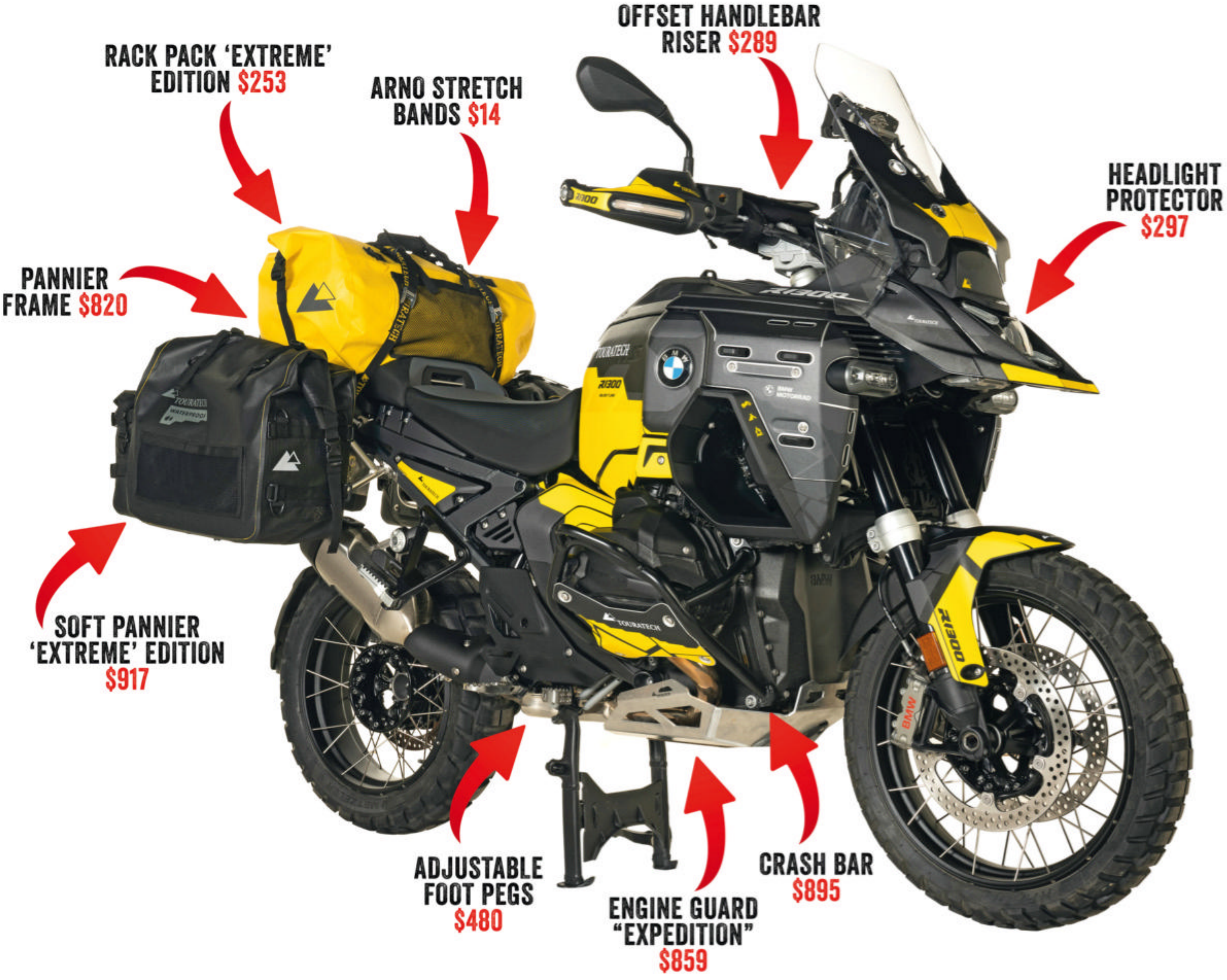
Located in the northern suburbs of Sydney with loads of parking at the door, The Bike Butler showroom also has handlebar bags, Molle pouches, Niko harness, Mule gear hauler, Aux pockets, first aid kits, Stinger tail bags, packing cubes, cinch straps, Euromount kits, tool rolls and so much more.

It really is a one-stop adventure riding set-up shop where every customer receives one-on-one expert advice on product selection.

So if you've been drooling over all that trick Mosko Moto luggage, this is your chance to take the risk out of your purchasing decision by actually trying the product before you buy. Get onto The Bike Butler and let them serve you! — Clubby.

RRP: Contact for details.

thebikebutler.au


RACK PACK 'EXTREME' EDITION $253
ARNO STRETCH BANDS $14
OFFSET HANDLEBAR RISER $289
HEADLIGHT PROTECTOR $297
PANNIER FRAME $820
SOFT PANNIER 'EXTREME' EDITION $917
ADJUSTABLE FOOT PEGS $480
ENGINE GUARD "EXPEDITION" $859
CRASH BAR $895

TOURATECH AUSTRALIA HAS THE BMW R 1300 GSA TOTALLY COVERED

Touratech continues to push boundaries with its products, creating premium components to get the most out of every ride. The latest model in focus is the BMW R 1300 GS Adventure, with a growing line-up of rugged, high-performance parts built to handle whatever the road or trail throws at you. With Touratech's renowned quality, every product will be shipped directly to your doorstep. Discover the full range now at **www.shop.touratech.com.au**

TOURATECH SUSPENSION

MADE FOR ADVENTURE.

SUSPENSION FOR BMW F900GS

Dirk von Zitzewitz

„For me, the absolute best suspension for the GS.“

The Touratech Suspension Extreme shock absorbers rank in the absolute premium class of suspension components.

You'll feel a completely new ride on your motorbike right out of the box.

If you have any questions about our suspension systems, please do not hesitate to contact our suspension specialists.

The best gear is here!

SHOP.TOURATECH.COM.AU

PIRELLI

YOUR FREE PASS TO

SBK™ MOTUL
FIM SUPERBIKE WORLD CHAMPIONSHIP
PHILLIP ISLAND 20 – 22 FEB 2026*

PIRELLI
PIRELLI

PURCHASE ANY PAIR OF PIRELLI TYRES
to claim your **3 DAY WORLD SUPERBIKE GENERAL ADMISSION/PADDOCK PASS*.** Includes all RADIALS, X-PLY, ADVENTURE, SCOOTER AND MX TYRES. Purchase between November 1st 2025 and January 31st 2026. Limited passes available. **Scan the code below to redeem your pass.**

ENTER NOW

*Pass must be claimed using the online form, using your purchase receipt as proof of purchase. Pass can be claimed after the purchase of each set (front and rear) of Pirelli Tyres from an Australian "bricks and mortar" motorcycle retail outlet, between 01/11/25 and 31/01/26 or until sold out. Pass is valid for ONE (1) 3-day general admission/paddock pass to FIM World SBK Phillip Island February 20th – 22nd, 2026. Passes shipped approximately seven days prior to the event. Passes are subject to availability and may be sold out.

@pirellimotoaus /PirelliMotoAU

PIRELLI

250298